

Largest Circulation of any Shipping Paper.

SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.

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IN THE DOG WATCH.

The last quarterly report of the Associated Shipwrights' Society is, as usual, a model of what such a report should be, giving the most complete and detailed account of the position of the Society that the most exacting could demand. To reproduce the Report in full for the benefit of the many among our readers interested in the progress of that excellent Society, would be obviously impossible, but the summary which we are enabled to give on another page this week will suffice to show that numerically and financially the Associated Shipwrights still continue to progress, and that several new Branches have recently been opened. As we have more than once pointed out the advantages afforded by this Society, and urged all shipwrights to join, it is gratifying to us to find that our advice has not been without good effects.

There have, it appears, until within the last month been two distinct Unions of seafaring men on the Pacific Coast of the United States. These, we are glad to see, have been amalgamated, and consequently strengthened. The Coast Seamen's Union and the Steamship Sailors of the Pacific Coast have been merged into one organisation, which will now be known as the Sailors' Union of the Pacific. Let us hope that ere long the American seamen of the Atlantic Coast will amalgamate with it, and both join hands with the Sailors' and Firemen's Union of Great Britain, Ireland, and other Nations.

The Missions to Seamen have for some time past been devoting a good deal of attention to the subject of working cargoes on Sunday, the energetic and respected secretary, Captain Dawson, R.N., sparing no pains to obtain Government action in the matter. In these most laudable efforts we need hardly say that he has our most cordial support, and in the seamen's interests we should like to see him backed up by the Seamen's Union, which could do much to strengthen his hands. All seamen may not be so anxious to attend worship as Captain Dawson would like, but none have any desire to work on Sunday when work can be avoided, therefore the gallant captain may safely venture to tell the authorities that if the seamen were consulted on the subject they would be unanimously in favour of his proposal.

Of no small interest to all who go down to the sea in ships, or any other craft, as well as to the authorities entrusted with lights and signals on coasts of all countries,

is the report of a committee of experts appointed by the Canadian Government to consider the merits of fog-horns as against whistles, and guns as against bombs. The results of the inquiry are thus summed up:—

In the first place, it has been discovered that even under the most favourable conditions—that is, when placed on high, outlying points, with nothing to interfere with the passage of the sound—all fog-signals are unreliable. Two reports of guns, fired under apparently similar circumstances, gave very different results, and a weak signal has been heard further than a stronger one. Shallow water, again, by causing unequal heating of the atmosphere, lessens the value of the signals. Save as regards cost, the whistle is held to be superior to the horn, and either is better than powder; but it is only in comparatively few places that the cost and inconvenience of a steam signal would be warranted. For convenience of storage and readiness of handling, bombs are thought preferable to guns, and they will, in future, be used in all the minor lighthouses of Canada. The report of the committee emphatically warns shipmasters against depending on fog-signals, as at the best they are no guide to distance, but only to locality.

Those of us who "followed the sea" when wire rigging was a "new-fangled fad," may perhaps be excused a little old-fashioned prejudice against such rigging, but that it has its advantages as a safeguard against lightning appears from the following extract from *Iron* to be proved:—

It has been remarked that of late years ships at sea are seldom struck by lightning, even in the torrid zone, where thunderstorms are frequent. Captain Dinklage, of the German Observatory, has published an interesting paper on this subject in the *Annalen der Hydrographie*. From a scrutiny of the log-books arriving at the Observatory from 1819 to 1889, he finds that only 14 strokes were recorded. As 180 ships set in their logs every year the percentage is very low, and is somewhat singular when we consider that the tall masts are calculated to attract the electric discharge. The singularity is doubtless explained by the fact that many ships have iron wire ropes, which serve as lightning conductors. In ships having this metal cordage the lightning travels along the wire through the iron hull to the water. Captain Dinklage can find no instance of a vessel rigged in this way having been struck and damaged, unless the conducting circuit was in some way interrupted. Formerly, when wooden vessels were rigged with yarn ropes, there were numerous cases recorded of ships having been struck by lightning with destructive results.

It is already tolerably clear that one of the chief features of the General Election will be a sturdy fight for Labour representation.

There will, of course, be many dismal howls from certain quarters over such a prospect. Sensible people before regarding them should consider what manner of creature the average legislator as he exists actually is. When he is not employed in gambling, or seducing his friend's wife or daughter, or in even more nameless offences, he varies the

monotony of legislating in his own interests by defrauding the public through some bogus company, or making speeches which are an insult to human intelligence, and a weariness to the flesh. One of our legislators is afflicted with a weakness called kleptomania in the case of the rich and theft in the case of the poor. Another periodically takes to his bed, or used to, under the delusion that he is in that interesting condition which is the prerogative of the ladies, and summons accoucheurs and nurses to assist. Of a third it is told that when he reproached a brother legislator for being drunk in the evening, he was met with the reply: "If I'm drunk to-night, I'm sober to-morrow. Better than you; once a fool, always a fool!" Such of our existing legislators as are not fools are often knaves. These being the people who make our laws, almost any change must be for the better.

SHIPOWNERS IN COUNCIL.

A PEEP BEHIND THE SCENES.

I am not going to enlighten you as to how I gained access to a strictly private meeting of shipowners held the other night, or I might not be able to get such another peep behind the scene. Suffice it to say that I was there, and that I made the best possible use of my ears. The meeting, it appears, had been called for the purpose of discussing the future line of attack upon the Seamen's and Firemen's Union.

Mr. Skinflint was voted to the chair. In his opening remarks he alluded to the continued and increasing popularity of Mr. J. H. Wilson, adding that he, as an individual shipowner, did not agree with the way in which Wilson had been sent to prison. It had certainly been a false move on the part of the shipowners. Wilson knew it, and had taken every advantage of it. He had stumped the United Kingdom from end to end, and had paraded what he pleased to term his unjust imprisonment, not only before the seamen and firemen, but the entire body of Trades Unionists. Instead of striking a fatal blow at the Union, as shipowners had hoped it would do, it had only tended to make the seamen stick more loyally to their Union, for Wilson to-day is looked upon as a martyr to the cause of Trades Unionism. Only a few months ago several of the Branches of the Union were in a state of rebellion, conspicuous amongst them being the Tower Hill Branch. But now, if we are to believe what we read in *SEAFARING*, the organ of the Union, that Branch is in a fair way of recouping itself under the guidance of a fellow named Donovan.

Mr. Moneybags, a shipowner and a member of Parliament, wished to point out to the gentlemen present that they, as shipowners, had a dangerous opponent in the paper called SEAFARING. He must admit that it was well written. The editor knew how many blue beans made five, for he was continually dealing out staggering blows against shipowners, and pointing out grievances to the seamen that even they themselves would never have thought of. He appeared to have the wisdom of a serpent. For his part he would like to smother him. (Hear, hear.)

Mr. Christian Changeable, another ship-owning M.P., regretted that, despite the substantial concessions made to the seamen and firemen in wages, they were not content, but were now agitating for a revised provision scale. Fancy common sailors demanding of us that we should give them jam and condensed milk. Why, gentlemen, it is preposterous! If I had my will with them I would wring their necks.

Mr. Grindown, another member of Parliament, thought it would go hard with him at the next general election, as he had taken an active part with the Shipping Federation. The seafaring element was very strong in his constituency.

The chairman (Mr. Skinfint) would point out to the last speaker that it was an easy matter to gull the voters. When the election came upon them he (Mr. Grindown) would be at liberty to discredit the Shipping Federation all he pleased. In fact ship-owning members of Parliament must use the same tactics as had been pursued by the Seamen's Union. Any member of the Seamen's Union who had been asked why he pursued any particular course, had always been ready to lay the blame to his Union, therefore the shipowners must now pursue the same tactics in regard to their Federation.

Mr. Christian Changeable said that he had done everything in his power to keep his public popularity. He had contributed towards all the charitable institutions in the town. He had opened all the bazaars and laid all the foundation-stones for miles around. He had also presented seamen with churches, chapels, garden rakes, and agricultural implements, but all to no purpose. The unprincipled lazy scoundrels would never be satisfied, therefore it behooved them as shipowners to devise some scheme to completely smash up the Union.

At this juncture I, being unable to control myself, and forgetting where I was, exclaimed with enthusiasm, "That you'll never do." This of course caused great consternation amongst the assembly, and your humble servant, "The Man with a Carpet Bag," had to make a hurried exit, perhaps for fresh woods and pastures new.

THE MAN WITH A CARPET BAG.

AT Liverpool, on Aug. 28, Captain Jervis, of the steamship *Hydarnes*, was summoned for bringing his vessel alongside the Wallasey Landing-stage on the morning of the 22nd instant, contrary to the orders of the stage-master. The captain of the *Hydarnes* declared that he had his orders to come there, and he had done so. A fine 20s. and costs was imposed.

THE Haytian Government has issued a decree closing the ports and harbours of the Republic between the hours of 6 p.m. and 6 a.m., and a law has been passed inflicting a penalty of 500 dol. on all steamers, and 200 dol. on all sailing vessels, contravening this order. An exemption, however, has been obtained for vessels which may be presumed not to have had time to have received due notice of the decree.

YARNS.

CLXX.

WITH FISHERMEN ON THE AMERICAN BANKS.

Few of the epicures when seated at a comfortably provided table stop to think of the fishermen, who, at the imminent risk of their lives go down to the banks during the bleak winter months on their small schooners, and, with trawls or hand lines, catch the ever-desirable cod, chicken halibut, haddock and cusk, writes a correspondent in the *Boston Globe*. The bow and stern lines are cast off by friends who wish us luck, and our schooner, the *Sylvester Whalen*, headed towards the lower lights at the entrance to Boston Harbour. Every man of the crew of twenty is busy, and as they sway on the halyards that set the sails a'taut, the cheery "a'hoy-hip" strikes my ear pleasantly.

Once past Minot's Light our course is altered for the highlands of Cape Cod, and the hustle and bustle among the crew causes me to take a look down the forehatch, where the men are busy cutting up herring in chunks to "bait up" the fishing gear. Sundown finds us north-west from Race Point Light, and a faint glimmer of the white flashlight can be seen in the distance. After dark the Highland Light looms upon the starboard, and when we pass this point our course is altered slightly, as we are bound out through the South Channel for the south-east part of the Georges and must sail fully 150 miles further eastward.

At 10 o'clock that night quiet reigned as supreme on board the schooner as though she was a ship-of-war and "taps" had been sounded. The next morning I was awakened by the skipper, who asked me if I came out there to sleep. Dropping a suit of oil clothes on the floor, he said: "Put those on and come on deck; we are nearing the fishing-grounds." I reached the mainmast and held on for life, while the crew were clearing away the dories and getting trawls on deck.

Directly they threw the vessel up in the wind to take a sounding, and as the proper depth—45 fathoms—was found, the order came "top dories in the air." One after another the dories were lowered over the side, and two men jumped in as soon as they struck the water. There were two tubs of gear in each, and with the order to "set to the south'ard," away they went, bobbing and spanking into and over the seas that were anything but smooth.

Hook after hook was thrown out until 20,000 baits were offered to the unwary fish, and the vessel kept close by, or cruised among the dories. When the trawls had been down half an hour the order was given to haul, and in a short time the dories were coming alongside, each loaded with fish.

All that day this process was kept up, and it was one hour after midnight when the last dory came on board. Now the work came in earnest. The entrails must be taken from the fish and they must be washed. I am stationed at the afterhatch, and as the catch is cleaned I fork them into the hold where they are iced up in pens by four men. In one hour 17,000 pounds of cod and haddock have been dressed and the decks washed down. That night I slept

first rate, but what about the crew? Each had 2,000 hooks to bait, and this work must be done before they turned in, and 2 o'clock in the morning passed before the last of them turned in, and then only for three hours.

By my request they called me before sunrise, and on reaching the deck I saw that same hustle and bustle among the crew as the day before. The wind had moderated and came alternately from all points of the compass, "a puff here and then a puff there," the skipper says. There was a heavy south-east swell going that rolled and tumbled the vessel about in great shapes, making it difficult to walk the deck. Directly the sun rose above the horizon, and what appeared to me a most beautiful picture was not to the liking of either skipper or crew, for it was a "copper dawning" and signified bad weather. The barometer was rapidly rising for an easterly, and the crew hurried into the dories to "get a set" before the gale came on. They worked like beavers, and just before one o'clock they chanced another trawl to a dory.

Before they started off, a reef was put in the mainsail, and the foresail stowed, as the gale had burst and was fast increasing. It seemed like suicide for them to take the risk, but away they went, happy as larks, intent on catching as good a trip as possible. It was hasty enough when we picked them up one hour later, but the men thought they were paid for the risk by securing 5,000 pounds more fish, which, added to the morning catch, and that of the day before, made 43,000 pounds on board.

Captain "Tom" had taken the "sun" at 12 o'clock, and his figures showed that we were 44 miles south by east from the north shoal of Georges, the most dangerous spot in the Atlantic Ocean, and dreaded as much by the captains of ocean steamers as by those of the fishing vessels. We ran this distance in less than four hours, and when off soundings the mainsail was jibbed to starboard, and our course lay west—north-west for Thatcher's Island. At 2 o'clock the next morning the wind had moderated, and the rapidity of the downward movement of the "glass" signified a sudden shift of wind to the north-west. An hour later the cold storm burst, and being 50 miles to the westward of the Bank, our prow was turned toward the Maine coast, heading north by east, and the good schooner ploughed her way through the cross sea.

Toward morning we began to ice up, and soon the halyards, shrouds and decks were completely covered with it. When daylight came other vessels were sighted, and then began a windward race for Boston. All hands came on deck, sails were swayed up, and the smart schooner thrashed to windward at a lively gait. The vessel set such a lively pace that the *Cape Ann* were not in the race at any stage of the brush, and had not one of the men sighted the *Carrie E. Phillips* the race would have lost all interest. Both vessels were bound to market. There were no buoys to turn for eighty miles, and all the nautical tricks must be put in practice by both captains. The way those two ice-covered clippers worked to windward was a caution.

That night the course was altered for Thatcher's island, and the next day both vessels shot into T wharf slip about the same distance apart as when they began the race from Georges. The trip sold at a good price, the crew received a "twenty spot," and we are all happy over the success of the seven days' run.

ASSOCIATED SHIPWRIGHTS' SOCIETY.

QUARTERLY REPORT.

STATE OF TRADE.

As will be seen from the tabulated report of the Branches that while the statements are more various, the great majority of them still report trade good, and very good, and the most of those discharged in one yard or port have found employment in another; but, as will be seen from Lloyd's tables, the number of vessels and the amount of tonnage preparing to be built is again less this quarter than last. They also point out the peculiar fact that while the steam tonnage under construction at present is rather less than at the corresponding period of 1890, the amount of sailing tonnage under construction is more than double what it was then. We are pleased to be able to state that we have had no general dispute during the quarter, but of course we have had these ever-recurring petty differences as to the demarcation of work, which it would appear by the procedure of some districts, that we are to have for ever with us. At the same time, even in these and all cases, we would respectfully counsel our members to leave no stone unturned, no method untried, to effect an amicable settlement before resorting to extreme measures. A number of our men were thrown on our unemployed benefit through the engineers and plumbers dispute at Messrs. Palmer & Co., Jarrow-on-Tyne, which dispute, we understand, is now in a fair way of settlement by the joint committee of engineers, plumbers, and employers. A considerable number of our members have also been more or less affected by the platers and riveters dispute on the Clyde. We quote the following trite remarks by the general secretary of the Associated Blacksmiths' Society, Glasgow:—

"With reference to the dispute, so far as it exists with the members of the Ironworkers' Society and their Executive, there can only be one feeling, that of regret that such an unfortunate misunderstanding should have arisen, and the hope that the breach may be speedily healed. So far as the Clyde engineering and shipbuilding firms are concerned, workmen cannot afford, when they have these firms to deal with, to make a sacrifice of any of their power or energy in quarrelling amongst themselves. It is proverbial, the Clyde shipbuilders are ever on the alert to embrace the first favourable opportunity which presents itself for the purpose of reducing wages or securing for themselves more favourable conditions in the purchasing of labour, but they are slow to move in making any concessions to their workmen. Whenever they have the power, they are most dictatorial in their action, and in every respect compare most unfavourably with the employers on the East Coast of England, in the manner in which they recognise and treat their workmen; by the former you are looked upon very much as serfs, by the latter you are treated as men. The only safeguard and salvation for the Clyde workmen in labour matters is to keep the bonds of unity tight; cultivate perfect unanimity and concord; it should never be overlooked, that in dealing with your employers you are dealing with men who are rarely moved to extend to you any grace.

"With reference to the reduction, the Clyde shipbuilders have no doubt acted rather prematurely. It is said the tonnage on hand at the close of the June month was 197,000. With the exception of last year this was in excess of the tonnage at the same period in any of the past six years. It is true, however, this work is badly distributed, and while some firms have nothing to do, others are overwhelmed with work. New orders certainly are scarce, but, how much of this may be laid to the employers' door? They have had this wage agitation hanging in suspense since April last, and it is reasonable to assume, that orders which otherwise might have been booked have been kept back in expectation of cheaper terms. The East Coast shipbuilders, where labour conditions are better for the workers, have not moved in any way to disturb the relations existing betwixt them and their employees, and it would have been better for all parties concerned had the Clyde shipbuilders practised the same prudence and forbearance."

DOCKYARD SHIPWRIGHTS.

We regret that, notwithstanding the great number of favourable responses that we have received from the M.P.'s, that the dockyard shipwrights' claims have not received a more favourable response at the hands of the Government. But it is just another lesson to all shipwrights, and especially those in the Government service, that unless they are thoroughly united amongst themselves and with their fellow-tradesmen throughout the whole of the United Kingdom, they will not be able to secure that recognition they deserve of their just and moderate requests, or redress of their reasonable complaints.

In the correspondence that has taken place on the matter it has been suggested that their case should be stated before the Labour Commission; this is now before our dockyard Branches.

PARLIAMENTARY REPRESENTATION.

The advisability of direct representation in Parliament has also been raised by a number of our correspondents on this question. There can be no doubt of the advantage the same would be to our trade, and especially those in the Dockyards, and with a view of ventilating all the various opinions on the same, we shall open our columns for a full discussion of the matter, without committing ourselves to any of the opinions that may be expressed.

NEW BRANCHES.

As intimated last quarter, the Mersey Shipwrights had assimilated with our Association, and the hope expressed that others would follow has, at least in this case, been verified, as since then we have opened Branches in Birkenhead, Plymouth, Connaught Quay, Chester, and Ellesmere Port, and assimilated so far the local societies of Hull, Grimsby, Goole, Runcorn, and Northwich. With the exception of the Mersey Shipwrights' Society, who start from April 1, all the others date from July 1.

MEMBERS.

After deducting those who have died, lapsed, or gone abroad during the quarter, we have increased our membership by 727, making our members at June 30, 8,329, but with the addition of those already referred to, we expect to show next quarter a membership of nearly 10,000.

FINANCE.

The income for the quarter is £3,447 0s. 3½d, the outlay is £1,720 15s. 11½d, making a gain of £1,756 4s. 4d, which, added to the worth at the beginning of the quarter, £18,107 4s. 3d, makes a balance in favour of the Association at June 30, 1891, of £19,863 8s. 7d.

SUNDAY WORK IN BENGAL HARBOURS.

The following communication has been addressed by the Missions to Seamen to the Government of Bengal:—

The Missions to Seamen,
11, Buckingham-street, Strand, W.C.
Aug. 6, 1891.

Sir,—I am directed to thank you very gratefully for your letter of June 22, 1891, 108 T. Marine, relative to the working of cargoes on Sundays in the harbours of the Bengal Presidency, and for its enclosure of a copy of a letter from the secretary to the Board of Revenue L.P. to the secretary to the Government of Bengal, No. 387, B, dated June 9, 1891, and to ask the consideration of the Bengal Government to the absence of any orders or regulations in the several ports of Bengal, restricting or prohibiting the working of cargoes on Sundays, such as obtain in the United Kingdom and in the self-governing colonies, as well as by the Bengal Government Order of July, 1882, which imposes a partially effective fee on such work in the harbour of Bombay. As the Secretary of State for the Colonies is directing similar restrictive legislation in those of the Crown Colonies which have no such restrictions, it might be a convenient time for the Bengal Government to direct its attention to the great grievance of sea officers and men. Though the working of cargo or the shipping of bunker coal on Sunday be performed by landmen, it yet employs the officers, engineers, and apprentices to tally the cargo, etc, and so destroys all peace on board that divine worship cannot be conducted. And it is frequently said that there is no united worship on board many cargo ships in the Indian Ocean, either on Sunday or week days, in harbour or at sea. Indeed, it is a common saying of sailors that there is no Sunday rest east of the Suez Canal; and the more respectable British sailors try to avoid that trade, their places being often filled by inferior men, whether Europeans or Asiatics. Even in the inter-colonial or country steamships, the European officers, engineers, apprentices, and petty officers frequently number from six to twelve persons, whose Sunday worship and rest are destroyed by this labour. As this loss of rest and worship does not occur in the Australian or New Zealand Colonies, nor since August 1 in Hong Kong, and is considerably restricted in Bombay Harbour, there seems no reason why similar restrictions should not be placed on this demoralising practice in the harbours of Bengal also. Of the necessity of such restrictive regulation the Board of Revenue letter which you enclose affords some evidence. Paragraph 2 states:—"The port officer of Chittagong says that little, if any, difference is made there between Sunday and any week day in working cargoes; but he adds that he has never known a European crew to work on a Sunday at cargo, though officers and

apprentices have to supervise the work." And paragraph 3 says:—"In Chittagong a fee of Rs. 6 per diem is levied for work on board ships carrying salt or general cargo, as well as country vessels." Again, "The Commissioner of Orissa Dy, states that native crews on vessels belonging to the British India Steam Navigation Company work on Sundays, as do foreign vessels occasionally, but no British vessel with a European crew has been known to do so. . . . In the Orissa ports a fee of Rs. 5 per diem is levied as remuneration for each preventive officer deputed to work on Sundays." Though "the port officer and shipping master, Calcutta, reports that no complaints of seamen having been made, have been received by him," yet the next paragraph 3 says:—"In special cases, however, permission is granted by the collector of customs to land or ship goods on Sundays for the convenience of the trade. The only department of the Calcutta Custom House, in which work is thus allowed on Sundays, is the preventive and salt bonding establishment. Here, as in other ports, work is permitted on Sundays only on payment of small extra fees." Those small extra fees are only intended to provide extra pay to the preventive officers employed, and cannot be regarded as a restriction on the practice, such as "the Sunday Cargo-working Ordinance, 1891," of Hong Kong, provides, in its enactment, for the payment of £15 to £40 for a "permit" to work cargo, according to the tonnage of the ship. It is hoped that a careful consideration of the disadvantage at which the absence of restrictive regulations places considerate shipowners who give their officers and crews a weekly day of rest when in the harbours of your Presidency relatively to those employers who work their cargoes on Sundays; and of the grievances of officers, engineers, and apprentices in losing their day of rest; and of the crews in losing the quiet necessary for united worship on the Lord's Day; and a consideration of the restrictive regulations in force in all the other considerable possessions of the Crown, may lead the Government of Bengal to devise such restrictions on the working of cargoes on Sundays as will place the Presidency harbours on a level, in this respect, with other ports under the British flag.—I have the honour to be, Sir, your obedient servant,

(Signed) W. DAWSON,
Commander R.N. and Secretary.
The Secretary, the Government of
Bengal, Calcutta, Public Works
Department.

SUCCESSFUL CLAIM AGAINST SHIPOWNERS.—In the Glasgow Sheriff Court on Aug. 28, the action raised by John Lavery and Bailey Lavery, against J. & P. Hutchison, steamship owners, 31, Hope-street, Glasgow, for compensation in connection with the running down of the schooner *Furness Maid*, off Brodick, was decided. John Lavery, as master and owner of the schooner, claimed £470 16s. 3d., being the value which he placed upon it and his property on board; while Bailey Lavery, the mate, sought £20 12s. for his personal effects. The *Furness Maid*, which was a schooner of 42 tons register, left Brodick on 5th May for Carrickfergus with a cargo of coal. On the morning of the 7th, she was overtaken by the defenders' steamer *Cormorin*, which, according to pursuers' statement, struck her on the starboard quarter, cutting her through to the port quarter. She sank in about five minutes, and the crew, consisting of the pursuers and a lad, were taken on board the *Cormorin* and landed at Liverpool. The Court awarded pursuers £300, namely, John Lavery £280 and Bailey Lavery £20, but as defenders tendered that sum before the action was raised, he found Messrs. Hutchison entitled to expenses.

MEDITERRANEAN PORTS ON SUNDAYS.

Sunday is frequently as busy as any other day of the week in Malta Harbour. Thousands of tons of coals are shipped almost every Sunday. H.M.'s mail steamers are said to lead the way with an evil example, which is quoted against sea-officers and engineers who, wearied with their arduous duties at sea, day and night had looked forward to a day of rest in Malta to recuperate their energies. In the midst of this incessant working of bunker coals the crews of the City Line, and of some other considerate shipping Companies, enjoy rest and peace and quiet, and are able to keep holy the Lord's Day by united worship on board, the officers having also a run on shore. At Gibraltar it is the ships of Messrs. John Hall, Jun. & Son which make the principal stand against robbing officers and engineers of their weekly day of rest in port, whilst thousands of tons of coals are being shipped all around them by other steam vessels in the Bay of Gibraltar. There is far less Sunday working of coals and cargoes at Naples than at the British ports of Malta and Gibraltar. It is the mail and other British steamships which are the worst offenders in the Bay of Naples, an excellent example being set here by the Wilson Line, of Hull, and by the Cunard and Anchor Lines, of Liverpool, and other smaller Companies, by not working cargoes or coals on Sundays. Giving the weekly day of rest to officers and crews in port often places the shipowners who do so at a great disadvantage in competition as regards their rivals in trade who enforce Sunday cargo and coal work on their ships, involving at times pecuniary loss, as when a cargo may be awaiting the steamship at another port, or when the chartered time is exceeded by delay, or when demurrage has to be paid. But where a general rule prohibits the practice, as in the United Kingdom and in our self-governing colonies, the loss falls equally on ships of all nationalities and trades, and no grievance exists amongst employers or employed.

WHO'S TO BLAME?

On Aug. 27, at Liverpool, judgment was given by Mr. Kington, deputy stipendiary magistrate, in an inquiry respecting the loss of the steamer *Soudan*, which struck on a rock off Tahou, Ivory Coast, on the 16th ult. The Court found that the master had no opportunity of ascertaining the deviations of the compass by observations for some days before the stranding. The course steered was safe and proper. The vessel was not navigated at too great speed up to 3 p.m., after which it should have been reduced when the ship hauled in to make land. It was not stated that a look-out was set on the fore-castle head, but a good and proper look-out was kept from the bridges. The lead was used with sufficient frequency, but sufficient care was not taken to get accurate soundings when the vessel was hauled in towards the land. The Court was unable to say whether the rock on which the *Soudan* struck is or is not marked on the Admiralty Chart. The Court does not find the master in default, but cautions him to exercise greater care in future when hauling in to make the land in thick weather, or when in close proximity to rocks and shoals. It considers that his conduct in saving the mails and specie, under circumstances of considerable difficulty and danger, deserving of praise.

"WHAT is a man-of-war?" asked a teacher of his class. "A cruiser" was the prompt reply.—"What makes it go?" "Its screw, Sir."—"Who go with it?" "Its crew, Sir."

A GREAT WAVE IN THE ATLANTIC.

A SAILOR KILLED AND OTHERS INJURED.

The last voyage of the Cunard steamship *Etruria* was characterised by an accident as unusual as it was deplorable. After leaving Fastnet she encountered a fairly strong wind from the southward, with a moderate sea, which lasted until the afternoon of the second day out. Then the wind changed to the north-west, and began to blow stiffly. On Tuesday, at 6 o'clock, the wind again shifted, and first officer Carbine ordered the watch to cross the jib-sheet over, to benefit by the change. Nine men rushed to obey the order. The sea was comparatively calm, and not a wave had boarded the steamer, when suddenly Mr. Carbine yelled, "My God! look at that wave." A great fall of water, many feet high, was hanging over the bows of the vessel, and as he spoke it broke. The men had no inkling of their danger, and the result was harrowing. In all directions there seemed to be bleeding and groaning men. Jeremiah Harrington, a young English sailor, lay dying near one of the iron ventilators, with his jaw broken and his skull fractured. A sailor named Murphy had his right arm and right leg fractured and several ribs broken. Harris, a sailor, had his hip-bone fractured and suffered internal injuries. A sailor named Duncan McBride had his left thigh and right ankle fractured. Harrington left a young wife and child at Liverpool, and after his burial service on board the ship a collection of £300 was taken, half of which went to them and the remainder to the wounded sailors. The character of the great wave is a mystery. It rose with awful suddenness, and was as high as the highest storm-wave. The sailors declare that it was a not unfamiliar phenomenon, and called it "a ranger." The officers did not regard it as a tidal wave, but as what they term "a winter wave." The vessel gave a heavy lurch as the wave tumbled over her bows, and it was a second before she regained her poise. The wave did no material damage, not even to the extent of breaking a rope. It seemed to have expended its strength on the sailors. "I never shall forget," said officer Carbine, "when that wave loomed up. I was watching the men handling the jib, when suddenly a dark mass of water crossed my vision, and looked like a sudden upheaval of the sea. Its sudden coming appalled me for a moment. It did its work quickly, and before I had time to realise what had occurred it had rolled away. I have travelled the sea a good many years, but I cannot recall a similar mishap. Fortunately it occurred in the early morning. Had it struck us late in the day, when the passengers were on deck, it might have been a more serious fatality."—*Dalziel.*

SAILORS' UNION OF THE PACIFIC.

The Coast Seamen's Union of the Pacific Coast and the Steamship Sailors of the Pacific Coast have amalgamated under the name of The Sailors Union of the Pacific. On Aug. 3, the Steamship Sailors transferred their furniture, appurtenances, apparel, etc., into what were the headquarters of the Coast Seamen's Union, but what are now the headquarters of the Sailors' Union of the Pacific. The Steamship Sailors also brought with them their treasury which amounts to nearly 13,000 dols. We can safely say that the Union now is the richest and strongest local labour organisation in the United States. We are not aware of the existence of any other local Union in the world that surpasses it in wealth, strength and prosperity. The *Coast Seamen's Journal*, the official organ of the Sailors' Union of the Pacific congratulates the seamen upon this amalgamation, and sincerely hopes that the fraternal spirit that permeates every pore of those who are "rocked in the cradle of the deep" will spur them on to greater achievements in the future. The Steamship Sailors were organised as a separate Union in the spring of 1886 with the full approval and assistance of the Coast Seamen's Union. But gradually their interests grew to clash to an alarming extent; they drifted apart, and only came together to argue disputed points upon which they could not agree. At last good sound sense prevailed. Both sides have made concessions, and they concluded to throw their fortunes together, standing shoulder to shoulder for sailors' rights and organised labour in general. It is a grand organisation. Harmony prevails and the *Journal* wishes the Sailors' Union of the Pacific long life and prosperity.

CORRESPONDENCE.

RULES.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

- ☛ Correspondents' names are not divulged to anyone without their sanction.
- ☛ Letters not accompanied by the writer's name and address are destroyed without being either read or printed.
- ☛ Letters from persons who have the misfortune to be unable to spell or write correctly are treated with even more attention than others.
- ☛ Now that seamen have a strong Union, with the necessary legal machinery to assist them, we must refer them to their respective Branch solicitors, in the case of such complaints as we may be advised not to publish. Once their case has been heard in Court, it will be reported in more papers than SEAFARING; to report it before might often defeat the ends of justice.

GRIEVANCES.

To the Editor of "Seafaring."

SIR,—When I was in New York about three weeks ago, a ship arrived there from a long voyage, and the crew had to pay a month and a half's money before the master would pay them off. Now I wonder in the name of Heaven when this kind of work is going to stop. Here is a crew of men who have been cooped up in an old floating prison for five months on salt horse and dog biscuits and then have to give £5 5s. to a skipper before they can get their hard earned wages. At the Consul's office when they were getting paid off, all the boarding-masters, bums, sharks, crimps, etc., were allowed inside of the office. Is there no way to prevent this wholesale welshing of sailors? You know it is a dead certainty that any man after having been 5 months at sea on a passage and coming ashore gets some boarding-house whisky and then he's not responsible for what he does.

R. H. N.,
Able Seaman.

CRIMPING AT HOME.

To the Editor of "Seafaring."

DEAR SIR,—After perusing a weekly paper published in England, dated Aug. 8, 1891, I see that Mr. Laws has got some conscience, for it states that he made a statement that more than corroborates what the Union, through Mr. Wilson, has stated long ago. I even waited to see if it would be contradicted, which it has not been. His statement is to the following effect:—That 50 per cent. of the men employed by sailing vessels are supplied by crimps who profess to be boarding-house masters, who do not hesitate to drug seamen in order to decoy them into their dens and extort large sums of money in return for securing engagements. If we draw conclusions from this, the crimps, otherwise boarding masters, actually sell the seamen like the black slaves of old, under the flag of England which we are told is the flag of freedom. But when Mr. Laws made this statement he forgot to say who were the purchasers of those seamen. I could give a very good guess, and I dare say most of my brother Unionists could do the same. The remedy he offers is to make the Shipping Federation offices the hiring offices of seamen. Very kind, is he not? I wonder what the Board of Trade think, and what do the Federation's pals, boarding-masters, think? Mr. Laws' suggestion would be excellent only for one thing, and that is the cure would be as bad, if not worse, than the disease. Poor Mr. Laws must think the Union is very soft. Now I would suggest (and I feel confident if both were put to the vote of those most interested I would score a large majority) that the hiring offices of seamen should be the Branches of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland, where only the genuine article is kept. I think it would also save the country a large expense that is now wasted on a Board of Trade that is even held up as being useless by the Federation. So, fellow Unionists, look on this and think what your Union has done, even to making Mr. Laws make such admissions. Another admission by the same gentleman is that in spite of their eighty millions and their great power your Union has been able to raise the wage 75 to 80 per cent. and to keep it at that figure. If that was done

in spite of the Shipping Federation, they admit that they must have been trying to cut wages down. Consider this while you have a Union flag floating over you and stick to your Union, as it is your only salvation.—Yours in unity

JOHN MACKIN,
Member of Dublin Branch.

SUGGESTIONS.

To the Editor of "Seafaring."

SIR,—Permit space in your paper to make a suggestion for the benefit of the Union. I have been in conversation with some seamen belonging to Guernsey, and they say that they want a Branch of the National Sailors' Union there. They said they would soon get a good number of members. If we could send one of our organising secretaries for about a week and have a few meetings, I think it would be a good thing, because the conditions they are working under are as bad as in the north of Scotland, if not worse; so I hope that our general secretary will think the matter over.

T. CLEMENTS,
President, South Shields Branch.

To the Editor of "Seafaring."

DEAR SIR,—I would like to suggest that the railway companies should allow sailors, firemen, and those engaged in the merchant service, railway tickets at a reduced fare, same as are allowed to fishermen when they are from home. I think sailors deserve the same privilege. Take for example a man who ships in a vessel out of the Tyne and is paid off at Cardiff, after being away two months, if he wishes to come home it costs him nearly half of what he has worked for, or if it happens to be a weekly boat running out of Hartlepool and the crew living in Shields or Newcastle. If a man has a day he very seldom gets home owing to the amount he has to pay in railway fares; hoping some abler pen than mine will take this up, I thank you in anticipation and remain, yours truly,

AN OLD SALT.

Amble, Aug. 20.

To the Editor of "Seafaring."

DEAR SIR,—Just a few words to express my regret at the letter written by Mr. G. Cowie and some others supporting him. He is surely not the Mr. G. Cowie that I once knew. If he is, one would have certainly looked for something better. The suggestions put forward are some of the most preposterous that I have ever read in SEAFARING, and if they had gone no further one would incline to let them slip, but when they are being quoted by our enemies (for instance, the *Shipping Gazette*), who add their little somethings, these are made to assume an appearance little dreamt of by the writers, whose motives I will not for one moment question. But had they sat down and read over their suggestions and argued their effects it strikes me they would never have seen print. I will shortly refer to two statements in Mr. G. Cowie's correspondence. He says, "I want to make a few suggestions, and perhaps the general secretary will try to carry them out." What daring on the part of Mr. Cowie. What have we as members got to do with suggestions? They may be wise and they may be very foolish, therefore better without them, and especially through the medium of SEAFARING in the shape of correspondence. Mr. G. Cowie as a member may, through his Branch, and at the proper time, make whatever amendments to rules his Branch may endorse, which makes his position co-equal with that of any other member. Next, he further asks the general secretary to try and carry them out. This is beseeching the general secretary to prostitute his office at the bidding of one man forsooth. What would things come to? The next thing to do to make it logical would be the suggestion to appoint a general suggestor—of course at a fixed salary, who would rule the roost; the general secretary and Executive would play second fiddle, and members be good enough to drop down on a very back seat. Mr. George Cowie further suggests the appointment of a permanent Executive and paid, these to perform all office work and organise at the same time. I wish he had shown us how this was possible. Why, the answer would be a thorough neg-ot of both. I therefore would ask in all earnestness, let us have no more of this squib-bring in the shape of suggestions, but lend our energies to the great work that lies before us in consolidating the members, and further strive by word and deed, office-bearers and members, to give character and tone to the Union.—Yours truly,

Aug. 19.

JAS. C. THOMPSON,
Secretary, Aberdeen Branch.

To the Editor of "Seafaring."

MR. EDITOR,—In answer to P. Marmion, if a clique exists in the present E.C. it must be only known to himself, as it is the first I have heard of it. Whether the E.C. is paid or not, it will not alter the question of having a permanent E.C.—just what we propagate, having paid members to legislate for us in Parliament, with a guarantee to resign when called upon. Pay men if you want them to do their duty as legislators for your Union. It must curtail the expenses if the E.C. are acting as organising officials between the meetings of the body, and can be called at any time to hold a special meeting. I am afraid this "clique" supposition is something like the "bogey cry" raised against the first executive, commonly called the "Paper Executive," that did the business of the whole Union, holding one and two meetings every week, and getting from nothing to 6d. per night of four hours, real practical work in those days, when we had not any idea what a "clique" was. Cliques then were what hens teeth are now. P. M. goes on to say, "We do not want to curtail the present number of representatives on that body, as I believe they are small enough." I think we have too many. I contend five or seven men would do the work of the Union employed permanently on Union business. As regards our general secretary, it would be wasting time for me to go into his qualities, as mightier pens than mine are at work, and if the members are satisfied with the work of the general secretary I bow to their decision. As to the balance-sheet, P. M. goes on to say: "A monthly balance-sheet is absurd." Perhaps so. It might also be "absurd" to have one every week at the Branches, but nevertheless it is carried out to the letter on the N.E. coast. Your correspondent must be aware that until the funds are centralised we cannot carry out this programme of a monthly balance-sheet. Perhaps he objects to the centralisation of the funds, as he has to every suggestion I have made for the good government of the Union. A word about SEAFARING. The editor offered to sell us the paper from the platform at the Congress in Cardiff at a certain sum, and I have no doubt the chance is still open to us; but with the fair wind she is going along with, she will not be so cheap now. I am anxious that every man should have a copy of SEAFARING free, as I know some of the officials are very shy about selling them. As an example, I went to a Branch and asked for a SEAFARING just as they arrived. I was told they were "all sold," and given to understand 26 was the number of copies ordered by one of the third largest Branches in the Union, while Branches the same size were taking 26 quires (26 to the quire) I am only afraid P. M. has run out with his contributions as others have, and then they want to make members believe all is not going well with the Executive council. Before P. M. writes again I hope he will give us his present financial position in the Union. This is my position in the Union: Joined Aug. 10, 1888, No. 2A in Union, and No. 1A in Sick fund. Paid up to Aug. 17, 1891; general levy, 10s. paid. I have the Union at heart, and I mean good by making those few suggestions. Actions speak louder than words. Can any of your correspondents give me a reason why the funds should not be centralised, and an official monthly value of the Union given through the columns of SEAFARING? I am at a loss to understand. Some say, "outsiders would know our business." That is all moonshine. As every transaction is honest we need not be bothered about outsiders. When I am convinced that secrecy is necessary in a Trade Union like ours, I will be the first to play the spy, never the traitor.—Yours, etc.,

GEO. COWIE.

South Shields, Aug. 17, 1891.

It is said the Clan Line Company are contemplating the building of two new steamers.

THE STRIKE OF THAMES ENGINEERS.—The strike of engineers at the shipbuilding yards of Messrs. Samuda Brothers and the Thames Ironworks Company still continues. A mass meeting of the men was held on Aug. 30 outside Messrs. Samuda's works, Cubitt Town. Mr. Elliott presided, and said that in order to bring the dispute to a successful issue it was of paramount importance to the men that the trade unionists should support them. The Companies had endeavoured to smash the strike by procuring the spy-aker, but he was glad to know that an English jury refused to convict—(cheer). They had "blacklegs" in the works, who had fitted the Queen's ships, and he considered it a scandal that Government work should be given out to "blacklegs." Other speakers followed, and a resolution pledging support to the men was carried.

SHIPS SPOKEN.

Auckland, ship, from Glasgow, steering south, July 31, 10 N, 26 W.
 Birker, British barque, steering south, July 31, 10 N, 26 W.
 Balvidere, British barque, Philadelphia to Ship Island, Aug. 11, 30 N, 63 W.
 Columbia, s, Southampton to New York, Aug. 25, 50 N, 31 W.
 Colorado, British steamer, New York to Hull, Aug. 16, 40 N, 69 W.
 Carmoney, British barque, Oregon to Havre, July 18, 9 N, "54" W.
 Clyde, of London, steering south, all well, July 26, 10 N, 24 W.
 Carita, Cardiff to Rio Grande, July 30, 13 N, 25 W.
 Catherine, schooner, of Salcombe (RBPV), steering south, Aug. 18, 12 N, 25 W.
 City of Adelaide, from Miramichi, Aug. 21, 48 N, 43 W.
 Dovenby Hall, Aug. 11, 6 N, 29 W.
 Dunfermline, Rangoon to Liverpool, all well, Aug. 26, 40 N, 17 W.
 Ellisland, Aug. 19, 33 N, 18 W.
 "Elliot," British, Marseilles to New York, Aug. 13, 15 N, 49 W.
 Eaterpe, English ship, steering south, 12 N, 27 W.
 Frank Stafford, of Windsor (N.S.), Aug. 25, 49 N, 20 W.
 General Roberts, Aug. 16, 23 N, 23 W.
 "Garfield," s, bound east, Aug. 16, lat. 43, long. 57.
 Goldenhorn, British ship, San Francisco to Queens-town, July 2, 6 N, 117 W.
 Gaerwen, schooner, of Salcombe (SFBH), Aug. 18, 13 N, 24 W.
 Helen, Bremerhaven to New York, Aug. 27, 50 N, 29 W.
 Hud-on, from Canterbury, June 16, 55 S, 63 W.
 Ivanhoe, barque, of Melbourne, steering south, Aug. 14, 16 N, 25 W.
 Ida, barque, steering east, Aug. 13, 43 N, 56 W.
 James Drummond, Curis, New York to San Francisco, July 30, 35 N, 49 W.
 Kate Crosby, British barque, from Chatham (N.B.), steering east, Aug. 11, 46 N, 47 W.
 Konoma, barque, steering west, Aug. 21, 45 N, 17 W.
 Morialta, Aug. 20, 37 N, 15 W.
 Marion Inglis, Aug. 18, 14 N, 26 W.
 Mexican, s, Southampton to Cape Town, Aug. 24, 42 N, 10 W.
 Manlesden, English ship, steering south, 12 N, 27 W.
 Mercurus, from London, July 16, 9 N, 25 W.
 Mexican, s, Southampton to Cape Town, steering south, Aug. 26, off Funchal.
 Nova Scotia, British barque, London to New York, Aug. 9, 45 N, 36 W.
 Nairnshire, Noumea to Clyde, Aug. 25, 50 N, 18 W.
 Peter Iredale, British barque, Portland (O.) to Dunkirk, May (April) 15, 40 N, 127 W.
 Priscilla, Baltimore to Rio Janeiro, Aug. 11, 350 miles ESE of Delaware Capes.
 P. etoria, s, Tenerife to Cape Town, Aug. 20, 27 N, 17 W.
 Polestar, English ship, steering south, 12 N, 27 W.
 Piansoll, bound south, July 22, 13 N, 26 W.
 Rebecca Crowell, barque, Portland to Greenock, Aug. 12, 44 N, 55 W.
 Rugia, s, bound east, Aug. 22, off Sandy Hook.
 River Falloch, from San Francisco, bound north, Aug. 20, 9 N, 28 W.
 Roslin Castle, s, Southampton to Cape Town, steering south, Aug. 23, 13 N, 17 W.
 Scottish Lassie, British barque, Oregon to Havre, July 17, 6 N, 121 W.
 Stag, s, Aug. 19, 44 N, 41 W.
 Stormcock, s, Aug. 23, 33 N, 13 W.
 Sierra Colonna, British ship (RMLW), steering south, all well, July 22, 13 N, 27 W.
 Southesk, English barque, steering south, Aug. 11, 12 N, 27 W.
 Sierra Lucena, Liverpool to San Francisco, Aug. 28, 30 miles NE of Fuskar.
 Scottie Knight, steering south, all well, July 27, 16 N, 28 W.
 Thirmerie, ship, of Liverpool, New York to Japan, Aug. 10, 11 S, 29 W.
 Thisle, of Greenock, Cardiff to San Francisco, July 30, 13 N, 26 W.
 Torridon, British ship, outward bound, all well, Aug. 24, 48 N, 10 W.
 Vanveen, British barquentine, bound west, Aug. 24, 51 N, 49 W.
 Vanveen barquentine, Aug. 23, 51 N, 20 W.
 Vivid, brigantine, of Swansea, steering south, Aug. 13, 11 N, 27 W.
 Wendur, Aug. 14, 17 N, 25 W.
 West Lothian, of Glasgow, London to Port Adelaide, July 26, 10 N, 24 W.
 Waitangi, of London (NFMS), London to New Zealand, July 30, 13 N, 26 W.

SEAFARING DISASTERS.

Anerley (s).—London, Sept. 2.—The Salvage Association has received the following telegram from Captain Richards, dated Las Palmas, Sept. 1:—"Anerley, s.: All pumps at work to-day throwing well; floated aft, but failed to reduce water in fore and main holds; believe bottom forward crushed in, diver unable examine. Must discharge by divers to examine inside; have little hope of saving ship."
Anna.—Egersund, Aug. 27.—The stranded vessel *Anna*, Olsen, is breaking up, and her mainmast is gone. The vessel came ashore last night in a heavy WSW gale.
Briggella (s).—Liverpool for Delaware Breakwater, has returned and docked at Birkenhead for repairs, water ballast tank having collapsed.
Britannic (s).—Sunderland, Aug. 29, 9.50 a.m.—Steamer *Britannic*, of Sunderland, from Antwerp, in entering Dock Basin yesterday, struck barge with propeller, breaking three blades.
Choice, barque, from Greenock for Demerara, which put back at Lamash on Aug. 27, leaky, was found to have sprung a leak.
Clan Macdonald (s).—British steamer passed Sagres Aug. 29, in tow of British steamer *Baron Fife*, with propeller shaft broken, bound for Cadiz.
Calliope, s.—Cardiff, Sept. 1, 10.29 a.m.—Steamship *Calliope*, of West Hartlepool, when docking Roath Basin, fouled South Mooring Buoy, and had to slip port anchor and 15 fathoms chain.
Cacouna (s).—Quebec, Aug. 24.—Steamer *Cacouna*, from Sydney (C.B.), in collision with the end of Louise Dock; received severe damage, and will be delayed about a week. The cost of repairs will be about 8,000 dollars.
Colonel (s).—Maussluis, Aug. 31.—The tug *Colonel* ran on the wreck of the *Seahorse*, s, last night, and sank in deep water.
Cutty Sark.—Melbourne, July 25.—*Cutty Sark*, ship, London for Sydney, had her decks filled with a heavy sea while running before a gale in the Southern Ocean, which burst out the bulwarks, damaged the main rail, and flooded the cabin and deckhouses.
Dolores (s).—Bristol, Aug. 31.—*Dolores* (s), of London, arrived Avonmouth from Ensenada, Buenos Ayres, with horses and cattle, encountered gale on July 31 and following week in 18 S, 48 W, with very heavy seas, ship labouring heavily for a week; 60 head of cattle and 6 horses died and were thrown overboard; pen smashed, hand rails and ladder on bridge carried away, and chamber tank leaking badly.
Delcomyns, s.—Oporto, Aug. 28.—It is stated that the *Delcomyns*, s, which put in here on fire, had, when off Espozende, jettisoned cargo, some of which was picked up by fishermen and taken to that place. Cargo has also been salvaged at Povoa.
Dunmurry (s).—Halifax, N.S., Sept. 2.—The British steamer *Dunmurry*, New York for Antwerp, with a cargo of grain, capsized during a hurricane on the 29th ult., 250 miles from this port, and sank. The first officer and seven men were drowned. The captain and 20 other survivors, after being three days in the lifeboat without food or water, were picked up by the German steamer *Hans and Kurt*, and landed here. The hurricane did great damage to shipping off the coast.
Ed.—London, Sept. 1.—An unsigned telegram has been received from Galway, which states as follows:—"Ed, schooner, from Talle for Newport, in ballast, put in here through stress of weather; ashore Kenmore Bay, likely to be total wreck."
Ellen.—Melbourne, July 25.—Barque *Ellen*, Newcastle for Noumea, sprang a leak six days after leaving port, which gained on the pumps, until the vessel had to be abandoned on the 12th inst., and sank an hour later. The officers and crew were in the boat for nine days, during which time the captain and steward died from exposure, and two sailors were washed overboard. When the boat reached the coast off Seal Rocks Lighthouse there were only four left, three of whom were drowned by the capsizing of the boat.
Edda, s.—Gravelines, Sept. 1, 11.50 a.m.—[Translation]—British steamer *Edda*, of Grangemouth, cargo wood, grounded entrance to Channel; bad position.
Elizabeth Thomas.—Christiania, Aug. 23.—The *Konge Inge*, s, of this port, Blichfeldt, which arrived here to-day, rescued the crew, three in number, of the English schooner *Elizabeth Tommy* (1 *Elizabeth Thomas*), on Thursday night, in the North Sea. The schooner, which was stone laden, was in a sinking state, and had lost all her rigging. A strong gale was blowing at the time.
Ella & Norman.—Portland, Sept. 1, 12.50 p.m.—Put back—Barge *Ella & Norman*, from London for Exeter, with loss of bowsprit, starboard lee-board, sails split, and boat damaged.

Franklin.—Bergen, Aug. 26.—According to latest advices, the *Franklin*, s, ashore at St. Andrew's Island, may be considered as totally lost. The captain, second mate, and engineer remained by the wreck.

Fiery Cross.—Port Elizabeth, September 1, 2.45 p.m.—*Fiery Cross*, from Hamburg, picked up and towed in here by the *Umhloti*, s, leaking badly; crew exhausted with pumping. *Umhloti* and *Fiery Cross* were in collision; former vessel uninjured; latter damaged severely.

Gambier (s).—Melbourne, Aug. 23.—A collision between the *Easby* and the *Gambier*, in Port Phillip Bay, occurred this morning near Pope's Eye Fort. The *Easby* was outward bound, while the *Gambier* had just cleared the Heads, and was making for port. The *Easby* struck her amidships, and she sank in seven minutes. The *Easby* remained alongside. Twenty-five persons, however, went down with the *Gambier*. The survivors have been brought to Melbourne by the *Easby*, which is herself greatly damaged, the cutwater being stove in, and the bows badly torn.

Industry (s).—London Aug. 31.—The Salvage Association has received the following telegram from Lloyd's agent at Christchurch (N.Z.), dated Aug. 31, 10 a.m.:—"Industry: After official inquiry the captain has been acquitted of all blame; sailed for Sydney; payment has been made."

Iron Prince, s.—Huelva, Aug. 27.—Four lighters dry goods have been saved from the *Iron Prince*, s. The captain and crew have left the vessel.

Jane E. Foster.—Dover, Sept. 1, 8.35 a.m.—*Jane E. Foster*, of Portsmouth, Captain Porrett, from West Hartlepool for Poole, with coals, stranded at Margaret's Bay 9.30 last night, during a gale from W.S.W., her steering-gear having carried away. Crew were landed by rocket apparatus. Vessel badly strained; doubtful if will be refloated.

Kate, yacht.—Great Yarmouth, Sept. 1, 1.17 p.m.—Yacht ashore is *Kate*, of Liverpool, from Lowestoft for Bergen, Martin master, Hardy owner; fear total wreck; blowing hard southerly.

Leesep's, s.—Plymouth, Aug. 29.—The *Leesep's*, s, Rodseth, from Odessa for Rotterdam, has put in here with lower piston broken.

Lorna Doone, s.—London, Sept. 2.—The steamer *Lorna Doone*, from Brittol, while making for Ilfracombe yesterday, was struck by a tremendous sea, smashing in the fore-cabin and doing other serious damage to the vessel. She, however, shook herself clear, and reached the harbour in safety. Many passengers sustained slight cuts and bruises, and six persons were seriously hurt.

Napier.—Liverpool, Sept. 2, 1.24 p.m.—A cable received from Valparaiso this morning states *Napier* totally lost; crew saved.

Onyx (s).—Ipswich, Aug. 29.—*Onyx* (s), hence for Newcastle, has returned disabled.

Perseverant.—St. Pierre, Mart., Aug. 26.—It will be possible to save a portion of the cargoes of the *Perseverant* and *Anna*.

Progress.—Londonderry, Aug. 31, 2.55 p.m.—Captain of *Eglantine*, s, from Philadelphia, arrived here, reports: On Aug. 22, lat. 46, 17 N, long. 32, 55 W, passed ship *Progress*, of Holmstrand, abandoned and waterlogged, no boats on board, most of deck board complete. Very dangerous to navigation.

Rhein, s.—Hamburg, Aug. 31.—The English steamer *Rhein*, Fry, bound for New Orleans, after twice colliding near the St. Philis landing stages got aground at Finkenwarden, where she remains, fast.

Rosa.—Greenock, Sept. 2, 11.10 a.m.—The yacht *Rosa*, owned by Mr. Brown here, while lying moored off the esplanade, was run down by a channel steamer last night and sunk.

Robert (s).—London, Sept. 1.—An unsigned telegram from Fishguard, dated Sept. 1, 10.35 a.m., states:—"Steam trawler *Robert*, of Hull, took fire about 4 a.m. in Fishguard Roads; vessel completely gutted; remaining part of vessel drifted away to sea. Crew landed at 5 a.m., all well, at Goodwick."

Star of Peace.—Elie, Aug. 30, 9.50 a.m.—Skipper of boat *Star of Peace*, KY, 2,053, of Pittenweem, reported on arrival at Crail, carrying away foreyard and foresail at 1.30 p.m. 28th midway between May Island and Crail, on passage from Shields for Pittenweem, weather being equally.

Sedgemoor (s).—Ipswich, Aug. 31.—The loss of the *Sedgemoor*, s, Turner, from Goole for Ghent, with coal, occurred Aug. 26. After passing the Dudgeon Lightship water was found to be making headway in the engine-room. The crew left her at 10 a.m. in a sinking state, and in 20 minutes nothing more could be seen of her, and the master infers that she foundered. The crew were picked up by the fishing smack *Phoenix*, of Dunkirk, Moxel, and landed at Ostend, Aug. 29.

Simplex.—Tonning, Aug. 23.—The barge *Simplex*, loaded with 450 tons coals, which vessel sank about

the end of March in the Lower Elder above Wollersum, has now been raised by a diver and brought here.

Violet (s.)—Rouen, Aug. 31, 1.15 p.m.—British steamer *Violet* is aground at Hautot. No further particulars.

William Cory (s.)—Gravesend, Sept. 1, 8.40 a.m.—*William Cory*, s, from Bolsta, grounded in Half Way Reach, below Dagenham Dock, last night, and remains.

DURING the past week the state of trade at the Leith docks has been very quiet. The coasting steamers, however, continue to carry on a good trade. The arrivals of sailing vessels at Grangemouth have nearly filled up the docks, and work is plentiful, and the steam trade is very heavy just at present. Most of the arrivals were light vessels, to load coal. The shipping trade of Troon, too, has been somewhat brisk, there being a considerable increase in the quantity of coal shipped, as compared with the previous week.

THE Government of Cape Colony have issued a notification that a light tower is about to be erected on the southern end of Dassen Island, to be hereafter called "Dassen Island Lighthouse." The tower will be a cylindrical iron structure, eighty feet high, with quarters detached about sixty yards eastwards. It will be situated in latitude 33 deg. 26 min. south, and longitude 18 deg. 5 min. 20 sec. east of Greenwich. It is intended to display a first order white group flash light (to be hereafter described), with focal plane one hundred and fifty feet above the level of low water. The light will be visible in clear weather about twenty miles, but the flashes will be seen at a much greater distance. The nearest existing light is that on Robben Island, about twenty-six miles magnetic south. This will be the first leading light visible to vessels making Table Bay from the north-west. The tower will probably be ready for the reception of the lenticular about July, 1892, and the light may be exhibited about September, 1892, of which due and precise notice will be given.

WHY IT WAS IMPOSSIBLE.

The young explorer strained his blooming bride to his bosom, and shook his head.

"My love," he said, smoothing with caressing touch her golden hair, "you do not know what you ask. How could you endure the hardships, the privations, the sufferings of an Arctic voyage?" "I am strong, Harold," she pleaded. "I can endure more than you think. If you leave me behind I shall suffer a thousand times more than if you take me along. With you by my side I can stand every hardship and every privation. Have women never journeyed to the frozen zones?"

"A very few have done so," he admitted, with some reluctance, "but they were—specially fitted, doubtless, to—endure the intense cold of these latitudes."

"Specially fitted? Look at me, Harold! Am I not young, healthy, and vigorous?"

"Yes, dear."

"Don't you think I have the fortitude to endure what any woman can?"

"I—don't doubt it, pet."

"Think of my loneliness. Harold? Think how—"

"Think of 70 degrees below zero, Amelia."

"I am not afraid of it!"

A shade of anguish darkened the brow of the young husband.

"How can I tell her?" he moaned.

"Harold!"

She was looking at him with blazing eyes.

"I insist upon you telling me, Harold, what it is that is on your mind. If you don't wish me to be with you—"

"It is not that, Amelia!" he said, in a hollow voice, "but—have you any idea how bitter it is when mercury freezes solid, when iron becomes so cold it burns you to touch it, and when—"

"I have read of it all!"

"Have you ever looked at yourself in the glass?"

"What do you mean?"

"Don't you know, dearest, that—that any exposed portion of—the human organism would be instantly—"

"Well, sir?"

With a convulsive effort he mastered his emotion. He became frightfully calm.

"Amelia," he said, "you are young, strong, vigorous, and resolute. You are cheerfulness itself. You are the most charming being in the world. But my love," he continued in a voice that fell upon her ears like an irrevocable decree of fate, "your nose is too long. In the latitude of the polar circle in January it wouldn't last half an hour. I could never go through this world with a noseless wife!"

Before their minds rose unbidden the vision of the woman with the artificial nose whose portrait has illuminated all the papers in the country for so many long years. They drew closer together, and shuddered involuntarily, and were silent.

SEAMEN'S UNION NOTES.

By CAULD LAD O' HYLTON.

Fairplay, the organ of the Shipping Federation, and shipowners in general, must be very hard up for "copy" when they have to rake up musty old documents which have been stowed away for over two years. An energetic scribe of that paper has fallen across a circular issued by the North of England Sailors' and Seagoing Firemen's Friendly Association in 1889 at the instigation of A. R. Abbott, and reproduced it in their last issue. For the information of *Fairplay*, it may be as well that he and his readers should know that the North of England Society and the National Union have been federated since 1889, and are working in perfect harmony.

The circular is no doubt a copy which has been found in the folds of A. R. Abbott's long overcoat which that individual carries about with him, and in which he continually has a pile of ancient literature relating to Julius Caesar, Marc Antony, Brutus, and others.

I should advise *Fairplay* to get some news of more interest.

I note also that our friend has manufactured a paragraph on the execution of Conway. He says, some of the members of the National Union make it out that "the murder was committed by some abandoned shipowner who had personified Conway with a view through him to bring disgrace upon the Union." Such a statement has never been made in any other paper in the country, and I think the writer must have been dreaming.

The "scribe" seems also to be upset about the proposed provision scale issued by the Union, and is annoyed that we are able to arouse public interest in favour of the question. He says those who have read the evidence of the dockers before the Royal Commission will recollect how those men described the severe labour they were in the habit of undergoing on the poorest and most miserable scraps of fare. Does *Fairplay* want sailors to live on "miserable scraps"? They do at present, unfortunately, as shipowners have purchased, and do purchase, food unfit for consumption, and send it on board for the sailors. Then again, he says, on the weekly boats the men are satisfied, and put up with red herrings and biscuits, with a few potatoes to break the monotony. This shows his ignorance. If he were to pay a visit to even a few of the many colliers running to and from London, he would find the crews are, as a rule, a most intelligent and respectable body of men, and instead of living on "biscuits and red herrings," they find themselves in good, comfortable and wholesome food, which costs them at least 10s. or 11s. a week.

Fairplay seems to think we have no right to ask the Government to legislate so far as our food is concerned, and that we should strike to attain our objects. They would be the first to denounce us for adopting the latter course, and we shall do nothing of the kind. On the contrary, I

hope a Bill will be drafted and submitted next Session securing what we desire, and I sincerely trust will eventually become law.

"Would the sailors of the mercantile marine be willing to give up their present fare for that which is the rule in the navy?" I can truly and most emphatically reiterate *Fairplay's* answer—I fancy not. The men of the Royal Navy have complained for years as to their food, but, unfortunately, they are not in a Trades Union, and they have no J. H. Wilson at their back. If they had, their food would be different from what is now supplied. I know not the individual who supplies *Fairplay* with all the nonsense that appears in its columns, but he earns his money very easily; for a greater mass of bungling statements and misrepresentations than he writes I never read.

Before leaving *Fairplay* I should like to call attention to one paragraph under the heading "Marine Insurance Notes," stating that "the principal loss of the week is the s.s. *Chichester*, a fine new steamer of close upon 2,500 tons gross register. The steamer was insured for £23,000 and the cargo for £20,000," and "the other losses of the week are not of much consequence. All the same underwriters are kept fairly busy entering claims in their black books." Not a word about the lives of the sailors which might have been at stake or lost. Comment on the partiality of *Fairplay* is needless.

At Cardiff, on Aug. 27, a Board of Trade inquiry was held into the circumstances attending the damage sustained by the steamship *Swainby*, of West Hartlepool, through striking on or near the Longships rocks on the 12th inst. The Court suspended the certificate of the captain (James Green) for six months, and severely reprimanded the second mate.

CAPTURE OF A SEA-DEVIL.—A sea-devil of unusually large proportions and demoniacal appearance is reported to have been captured off Folkestone in a fishing net. The monster was about 4ft. 6in. in length, and weighed about 1½ cwt. The mouth was about the size of a large plate, and contained rows of small teeth. On the back of the nose were two long curved formidable spikes, completing the creature's repellent appearance. The fishermen state that this is the only sea-devil that has been caught on this part of the coast. Some two or three months since a young sea-lion was captured in the same locality.

AFTER repeated applications the Government a short time ago sanctioned the erection of a lighthouse on Suleskerry, which is situated right in the track of vessels passing our northern coasts. The Commissioners of Northern Lights have accepted the tender of Mr. J. M. Aitken, contractor, Lerwick, to erect a lighthouse of the first class from 70 to 75 feet high, and also to build a block of dwelling-houses at Stromness with accommodation for four keepers and their families. A steam tender will be stationed at Stromness to convey the keepers to and from the lighthouse, and also to supply their various wants. It will be so arranged that three men will always be on the island and one at Stromness. This lighthouse, when completed will be the most isolated in the British Isles.

THE Board of Trade inquiry into the stranding of the Hull steamer *Beta* was concluded on Aug. 29, at Hull. The Court found the casualty attributable, first, to there having been in all probability an error of the compass, and to the master having taken no measures to ascertain it; and, secondly, to his having failed to recognise beacons reported and pointed out to him. Every possible effort, so far as the master and crew were concerned, appeared to have been made to get the vessel off. Up to the time of passing the Tusslinaki Light the vessel was navigated with proper and seamanlike care, but not afterwards. The Court felt compelled to find the master in default, and ordered his certificate to be suspended for three calendar months. The Court decided to recommend the Board of Trade to grant a mate's certificate to the master during his suspension.

SEAFARING MEN SHOULD JOIN WITHOUT DELAY,

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PRESIDENT:
SAMUEL PLIMSOLL, Esq.

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- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- AARHUS.**—A. Nielsen, Agent, Office, 21, Nørregade.
- ABERDEEN.**—Jas. C. Thompson, 49, Marischal-st., sec.; J. S. Watt, Esq., advocate, 7, King-st., law agent. Meeting, in office—contributions, 7 p.m.; business, 8 p.m., Monday evening.
- AMBLE.**—G. H. Guthrie, 1, New Bridge-street, *via* Ackington, sec.; John Mathews, Steamboat Inn, Amble Harbour, treasurer.
- AMSTERDAM.**—H. Wienhuizen, Waterloo Plain, secretary.
- ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.
- ARDROSSAN.**—J. McMurray, Jun., 59, Glasgow-street.
- ARKLOW.**—P. Bolger, Main-street.
- BARF.**—R. Barlow, Fife-street, agent.
- BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
- BARRY DOCK.**—J. Harrison, Kingsland-crescent, sec.; J. H. Jones, Esq., solicitor; Dr. Gore, medical officer, Barry-rd., Cadogton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
- BELFAST.**—P. Clibbett, 41, Queen-square, sec.; S. M. Shaw, assistant sec.; Jas. Newell, outside delegate. Meeting night, Thursday, 7.30 p.m., at office.
- BIRKENHEAD.**—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Monday at 7.30.
- BLYTH.**—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
- BO'NESS.**—Charles Campbell, Albert-buildings, sec. Meeting, Monday, 7 p.m.
- BOSTON.**—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
- BREMENHAVEN.**—F. Pintosch, Buergermeister Sinit Strasse, secretary.
- BRISTOL.**—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings Monday, 7.30, at The Ship, Redcliff Hill.
- BUCKIE.**—John Calder, Baron's-lane, agent.
- BURGH.**—John Harry, Grant-street, agent.
- BURNISLAND.**—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
- CARDIFF.**—John Gardner, district secretary for Bristol Channel, Pelican Club, Custom House-street; Alfred Chubb, Sailors' Union Institute, West Bute-street, Branch secretary; F. Wilson, assistant secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
- COPENHAGEN.**—Office, 11, Harnegade. Meeting, Wednesday, 7 p.m.
- CORK.**—T. H. Clark, 16, Anderson's Quay, sec. Meetings, Monday and Friday, 5.30 p.m. A. Blake, Esq., Marlborough-street, solicitor.
- CHRISTIANIA (Norway).**—Branch office, 2, Raahusgaden; O. S. Nielsen, secretary. Meeting, Wednesday evening at 8 p.m.
- DOVER.**—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
- DROGHEDA.**—sec. Meeting, Friday, 7.30 p.m.
- DUBLIN.**—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
- DUMBARTON.**—J. McNee, Kirk-street, agent.
- DUNDALK.**—Quay-street, secretary. Meeting, Tuesday and Thursday.

- DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
- DUNGARVAN.**—J. W. Shaw, Bridge-street.
- FLEETWOOD.**—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.
- FRASERBURGH.**—Alexander Noble, 27, Firthside-street, agent.
- GABSTON (Sub-Branch).**—W. Wilkinson, agent, 8, St. Mary's-road.
- GLASGOW.**—Robt. McBride, secretary, 15, James Watt-street; R. A. Rennie, Esq., law agent, 143, Regent-street; Messrs. Hillon, Baird, and Hill, outside delegates. Meeting, Monday, 7.30, at 10, Maxwell-street. Committee meeting every Friday, in Branch Office, at 7.30. Telephone 3184.
- GLASGOW (South Office).**—A. Thomson, assistant secretary, 18, Plantation-street. Office hours, 9 a.m. to 6 p.m., and till 2 p.m. Saturdays.
- GLOUCESTER.**—A. E. Evans, 1, Raglan-terrace, Sudbrook, secretary.
- GOOLE.**—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
- GOTHENBURG.**—A. Bruce, secretary, No. 31, Stigbergsgatan. Meeting, Wednesday, 8 p.m., in Bergsgatan 24.
- GRANGEMOUTH.**—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
- GRAVESEND.**—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
- GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
- GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
- GREAT YARMOUTH.**—Charles Swanbrow, 69, South Quay. Meeting at office Monday, 7.30 p.m.
- GREENOCK.**—G. McNaught, 16, East India Breast.
- HAMBURG.**—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
- HARWICH.**—J. Aytton, secretary, Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
- HULL.**—T. Carr, Unity Hall, and Office, 11, Postern-gate, secretary; A. Clark, and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-rd. Office hours, 12 to 4. Steam Trawl Engineers' Section, 65, West Dock-avenue; J. G. Runnacles, secretary. Meeting, Monday, 2.30 p.m.
- KING'S LYNN.**—Wm. Bennett, Seamen's Union Offices, St. Ann-st., sec. Meeting, Monday, 8 p.m., at Royal Standard, County Court-road.
- LEITH.**—James Brown, 15, Commercial-street, (opposite Shipping Office), sec.; W. J. Haig Scott, Esq., S.S.O., solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings, Thursday, 7.30 p.m., in Labour Hall, 77, Shore, Leith. Telephone 555.
- LERWICK (Shetland).**—W. Spence, 23, Burgh-road, secretary.
- LIMERICK.**—F. Reynolds, agent, 24, Windmill-st.
- LIVERPOOL (Branch No. 1).**—H. R. Taunton, 8, Price-street; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, solicitor. Meeting, Monday, 7.30 p.m., at 8, Price-st. Telephone 2296.
- LIVERPOOL (Branch No. 2).**—T. Connarty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., solicitor. Telephone 2674.
- LIVERPOOL (Branch No. 4).**—J. McGovern, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30 p.m.
- LIVERPOOL (Tug and Ferryboat Branch).**—Meeting at 8, Price-street, Wednesday evening, 6.30. Delegate, J. Roscoe.
- LIVERPOOL (Collecting Branch).**—R. Price, 35, Mills-st., agent. Members may here enrol for, or pay contributions for the Liverpool Branch.
- LONDON (Rotherhithe and Deptford Branch).**—T. J. Garvie, 2, Chichester Villas, Lower-road, Deptford, secretary. Meetings, Monday and Thursday, 7.30 p.m., at Chichester Tavern. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
- LONDON (Tidal Basin).**—F. Fowler, opposite Shipping Office, Tidal Basin, E. sec. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.
- LONDON (Tower Hill).**—J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday, 8 p.m. Telephone, 11,167.

- LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; A. Palmer and P. Power, delegates; agent at Millwall, Chas. Wheeler; Dr. Hope, medical officer. Meeting, Tuesday, 8 p.m., School-room, Flimsoll-street, Poplar. Telephone 5213.
- LONDON (Tug-Boat Branch).**—G. Donaldson, 10, Cold Harbour, Blackwall, secretary.
- LOWESTOFT.**—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
- LONDONDERY.**—A. O'Hea, secretary, Union Office, 99, Foyle-st. Meeting, Wednesday, 7.30 p.m.
- MALMO.**—Axel Danielson, Nörregation No. 3b.
- MARYPORT.**—F. F. Gant, Elliott yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.
- METHIL.**—Wm. Walker, Commercial-street.
- MIDDLESBRO.**—George Cathey, Robinson's Market Hotel, Market-place, sec.; Dr. Ellerton, 38, Gosford-st., medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; W. Gilchrist, 3, Hopper's-yard, Commercial-st., delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone, 5127.
- MONTROSE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
- NAIRN.**—Clarence Howe, Ythan Cottage, agent.
- NEWCASTLE-ON-TYNE.**—T. Dunn, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
- NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-st., sec.; Dr. Pratt, Ruperra-st., medical officer; Digby Powell, Esq., Dock-st., solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday, 7.30 p.m., Tradesmen's Hall, Hill-st.
- NEWRY.**—James J. Conaghy, agent, 6, Edward-street. Meeting, Wednesday, 2 p.m., at N. U. of D. L. Hall, 45, Castle-street.
- PETERHEAD.**—A. J. Guthrie, 66, Queen-street, sec. Meeting, 51, Broad-st., first Tuesday in month at 8.
- PLYMOUTH.**—D. J. Evans, Trades Union Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meeting, Tuesday, 7 p.m., at office.
- PORT GLASGOW.**—G. McNaught, 16, East India Breast, sec.
- PORTSOY.**—J. Barlow, c/o Mr. Bannymann, School, Hendry-street, agent.
- PORTSMOUTH.**—John Farquharson, secretary, 33, Amelia-street, Landport.
- ROTTERDAM (Holland).**—W. Sprow, Hotel Old England, Wester Kade, No. 3, near Sailors' Home and Shipping Office, secretary.
- SEAHAM HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
- SHARPNESS.**—See Gloucester.
- SHIELDS (South).**—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; J. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; R. Jacks, Esq., 72, King-st., solicitor. Two general meeting nights weekly, Monday and Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary; E. Blandford, night watchman at waiting rooms, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
- SHIELDS (North).**—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
- SOUTHAMPTON.**—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
- STOCKTON-ON-TEES.**—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
- STORNOWAY.**—J. Macaskill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.
- SUNDERLAND.**—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.
- SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st.
- WALLSEND.**—Septimus Johnson, 17, Third-street, Palmer's Buildings.
- WATERFORD.**—J. Sullivan, 82, Quay.
- WEST HARTLEPOOL.**—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.
- WEXFORD.**—P. O. Dwyer, Main-street.
- WICK.**—A. Mil'ar, 35, Bank-row, Pultneytown, agent.
- WICKLOW.**—Thomas Gregory, Main-street.
- WHITBY.**—Paul Stamp, agent, Fleece Inn.
- WHITSTABLE.**—J. Wildgoose, Harbour street, secretary; J. Tookey, Faversham, agent.
- WHITEHAVEN.** } F. F. Gant, Maryport.
- WORKINGTON.** }
- YOUGHAL.**—J. Collins, Braun-street.

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By WILLIAM M. THOMPSON,
Barrister-at-Law, Middle Temple.

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SAILORS' AND FIREMEN'S UNION NOTICES.

MEMBERS ENROLLED.

WEEK ENDING AUGUST 29, 1891.

BELFAST.—Archibald McMurtry, A.B.; F. Sumbel, A.B.

BIRKENHEAD.—Thos. Haughton, O.S.; Wm. Mitchell, trimmer; J. O'Hare, trimmer; John Humphreys, A.B.; M. Lowney, fireman; R. W. Jones, A.B.

BRISTOL.—E. Whitnel, fireman; —. Dobbs, trimmer; T. G. Ayers, A.B.; S. Evans, A.B.; W. Barnett, trimmer; J. Carey, A.B.; J. H. Barrington, A.B.; W. Samson, A.B.; T. Bohim, A.B.

BURNISLAND.—W. Douglas, M.R.S.; J. Ritchie, donkeyman; C. Murray, M.R.S.; T. Birrell, fireman; R. Robertson, fireman; S. Grant, trimmer; W. McCartney, trimmer; R. Muir, A.B.; D. Doig, O.S.; A. Kubatzke, fireman.

GREEN'S HOME.—C. Davis, T. Batson, C. Emms. GREAT YARMOUTH.—C. W. Saunders, fireman; H. W. Spinks, fireman.

GREENOCK.—James Marks, trimmer; Henry Morrin, trimmer; John McKeegan, trimmer; Jas. McKeegan, A.B.; Thos. Broom, A.B.; Chas. McMonagle, trimmer; Neil McColl, A.B.; Archd. Darrock, A.B.; John Gamble, trimmer; Alex. Gordon, A.B.

KING'S LYNN.—F. Powditch, A.B.

LEITH.—J. Ford, trimmer; T. Geddes, A.B.; A. Silva.

LEWIS.—G. McKay, A.B.; R. Sutherland, A.B.; L. Anderson, A.B.; J. Hughson, A.B.

LIVERPOOL.—E. Geirk, fireman; M. Green, fireman; J. Donaldson, A.B.; A. McGill, fireman; J. Cropper, trimmer; H. Oldham, A.B.; H. Bartleson, fireman; W. Oertling, fireman; G. Hogod, fireman; W. Warnock, fireman; G. Gray, steward; J. Oliver, fireman; A. Williams, fireman.

LIVERPOOL (Boundary Street).—H. Porter, A.B.

SOUTH SHIELDS.—W. Thomas, A.B.; D. Evans, A.B.; W. Dahlbiss; J. Cassidy, fireman; J. Kerney, fireman; V. Lampens, fireman; A. Wilkinson, A.B.

SOUTHAMPTON.—H. Maunder, trimmer; G. Mason, trimmer; G. Wells, trimmer; A. Manard, A.B.; A. Palwin, A.B.; H. Lusk, O.S.; T. Biffen, A.B.

WATERFORD.—T. Dwyer, O.S.

LONDON DISTRICT.

A Mass Meeting of the members of the above Union will be held at the George Green Schools (entrance from Sturry-street), East India road, Poplar, on Tuesday evening, Sept. 15, at 8 p.m. Mr. J. H. Wilson, general secretary of the Union, will deliver an address reviewing the work of the Trades Union Congress. It is important that all members should attend.

TOWER HILL BRANCH.

The members of this Branch are earnestly requested to attend the meetings of their Branch meeting nights, as addresses will be delivered by influential members. Also, to be more punctual in reporting themselves in the office if they fall into arrears through illness or no fault of their own, as the rules of the Union will be strictly enforced.

Meetings of the above Branch will be held at the Liberal and Radical Registration Rooms, 465, Commercial-road, on Thursdays at 8 p.m. All members are earnestly requested to attend, and keep their contributions paid up.—J. DONOVAN, Secretary.

LIVERPOOL (No. 1 Branch).

William Weir, fireman, No. 4652, deserted from the s.s. *Yorkshire* in London, a Union ship. The members in meeting assembled have inflicted the maximum fine of £3 on this member for thus bringing discredit on the Union. All Branch secretaries will please note.—By order of the Committee, HENRY R. TAUNTON, Secretary.

NEWRY BRANCH.

This Branch has been removed to the Union Hall, 45, Castle-street. All communications to be addressed to 6, Edward-street.—J. J. CONAGHY, Secretary.

PORTSMOUTH BRANCH.

The seamen of Portsmouth are hereby notified that the under-igned is appointed secretary for Portsmouth, and will meet the members and those wishing to be enrolled at the "Sheer Hulk," The Hard, Portsea, every evening between 8 and 10. Branch meeting nights, every Monday evening, 8 p.m., at the same place.—All communications addressed to 33, Amelia-street, Landport.—JOHN FARQUHARSON, Secretary.

NEWCASTLE-ON-TYNE BRANCH.

Members of this Branch are requested to attend the meetings, which in future will be held at the office, No. 5, Broad Chase, on Monday and Friday evenings, 7 p.m.

NOTICE TO MEMBERS.

James David Boyd, late secretary of the Glasgow Branch, having absconded with a sum of money, members are particularly requested, should they come across him, or be able to furnish any clue as to his whereabouts, to immediately communicate with the nearest Police Station, or with Superintendent, Police Office, Glasgow.—By order, J. H. WILSON, General Secretary.



JAMES DAVID BOYD.

SAILMAKERS' STRIKE IN LIVERPOOL.

Upon hearing of the departure of Sailmakers to Liverpool, it is requested that the Secretary of any Branch of the National Seamen's and Firemen's Union will make the same known to the Sailmakers' Secretary of the port, who will at once wire the information to JOSEPH WITHERUP, Sailmakers' Association Room, New Quay, Liverpool.

Seafaring.

SATURDAY, SEPTEMBER 5, 1891.

SEAMEN AND THEIR UNION.

During a period of considerably over two years the greater part of our space has been devoted to advocating the claims of the Sailors' and Firemen's Union to the support of seafaring folk and their friends, and to setting forth all that it has been doing, or trying to do, for that class. It would therefore be obviously impossible in the course of a single article, to detail all that the Union referred to has done, and has attempted to do. But, to put the matter briefly, it may be asserted, without fear of contradiction—except, of course, from interested opponents, whose opposition simply proves the value of the Union—that the Sailors' and Firemen's Union has united the

seafaring class of these Islands as that class was never before united, that the Union has largely increased the earnings of that class, that the Union has compensated a large number of shipwrecked seafaring men for the loss of their clothing, that the Union has in numerous instances recovered wages and procured justice at law for seafaring men, who but for the Union would not have been able to get their dues, that the Union has obtained a measure—although an instalment only—of representation of sailors and firemen on Local Marine Boards, that the Union has caused Parliament and Government to be more considerate of the claims of the seafaring class than either Parliament or Government ever were before, that the Union has aided Mr. Plimsoll and us in exposing the grievances of seafaring men, that the Union has enabled Mr. Plimsoll to get the Government to put a stop to the selling of condemned Government provisions for consumption in merchant vessels, that the Union has strengthened Mr. Plimsoll's hands in getting the compulsory Load Line fixed, and helped that gentleman to call the attention of the public to the dangers of the Cattle Trade as well as to the disastrous results of over-loading.

These are achievements of which any Labour organisation might well be proud; but there is all the more reason to congratulate the Union and its venerated president when you reflect how young the Union yet is, and that these magnificent results of combination have been gained in the short space of two years; that is to say, since the Union became the really national affair that its founder, Mr. Wilson, always intended that it should be—another proof that Mr. Wilson was right in refusing to be satisfied with anything less than a national Union. Since the Union has been a success, it has attracted parasites of the sort which hold aloof when dangerous and difficult work is to be done, but who pounce on the fruit to get what they can when the fruit is ripe. Of this sort are too many of the critics of the general secretary, of the Executive, and of the editor of SEAFARING, and of many Branch officials. Some of these critics talk as if they could not only write the whole of SEAFARING better than it was ever written, and edit it better than it was ever edited, but as if they could manage all the Branches and do all the work of the general secretary and the Executive far better than it has ever been done by the men who have built up the Union and piloted it safely through many a danger, though why these wondrous clever persons did not start a Union and a paper for seamen and do all this when there was neither Union nor SEAFARING in existence is not explained. Of this sort are far too many critics of the Union—mostly place-seekers—who are ever ready to find fault. But of this sort most certainly are not the writers of the letters which, under the heading of "Suggestions," we have recently been publishing. The names appended to those of the letters which we this week print under that heading are a sufficient guarantee of this, as Messrs. T. Clement and George Cowie, of South Shields, and Mr. Jas. C. Thompson, of Aberdeen, are among the most tried and sterling workers for the Union with whom we have the pleasure of being acquainted, and it may be taken for granted that whatever they say they have the interests of the Union at heart in saying it, though many no less staunch Union men may be unable to endorse all their views, which happens to be

exactly our position with regard to some parts of the letters we publish this week from Mr. Thompson and Mr. George Cowie. As for Mr. Clement's suggestion that the Union should open a Branch in Guernsey, there is nothing to be said against it, except that the suggestion might have been more properly sent direct to the general secretary, lest the Shipping Federation or some bogus Union should be first in the field. On the other hand, the publication of that suggestion may encourage the Guernsey men to persist in calling for a local Branch of the Sailors' and Firemen's Union. This helps to illustrate the advantages and disadvantages of publicity in the matter of suggestions. Some things might be more advantageously suggested at the Branch meetings than publicly through SEAFARING. So far many of us will entirely agree with Mr. Thompson. But numerous instances might be cited in which the publication of other suggestions have been attended by beneficial results, therefore it is impossible to lay down a hard and fast rule that no suggestions shall be published at all. If we did this we should have to exclude Mr. Thompson's letter itself, as it contains suggestions. Mr. Thompson seems to regard any suggestion made by a member to the general secretary as a piece of presumption. That, we are confident, is not the view of the general secretary himself, who has never, so far as we are aware, resented any suggestion made to him by a member, so long as it was made in good faith for the benefit of the Union. On the contrary, he has frequently acted on suggestions made by members. He cannot be everywhere and see everything for himself; he is compelled, like anyone else, to depend on others for much of the information on which he is to act. According to the constitution of the Union it is governed by the members for the benefit of the members. This could not be done if members were not allowed to make suggestions, and the shipowners would encourage the men to raise an outcry that the Union was not governed by the members for the benefit of the members, but for the benefit of officials. Were we to lay down a hard and fast rule against publishing the suggestions of members, it would at once be said that SEAFARING was not conducted in the interests of the seamen but in the interests of the officials of the Sailors' and Firemen's Union, although how groundless such a charge would be is evident from what Mr. George Cowie says as to some of the Union officials being "very shy about selling" SEAFARING. If this assertion stood alone it might be allowed to pass; but as it is only one of several to the same effect which have come under our notice, it may be worth while to note that it by no means suits officials who are not doing their duty to let members read SEAFARING. It may also be well to remind members of the Union that officials who have been hostile to SEAFARING have invariably turned out to be hostile to the Union and to its members, and either dishonest or negligent in the discharge of their duties. Reverting, however, to the subject of suggestions, while we cannot agree on all points with Mr. Thompson, neither can we with Mr. George Cowie. To us, as to Mr. George Cowie, it is news to hear of any "clique" within the Executive, and we are as sceptical of the existence of such a clique as Mr. George Cowie is. Like him, we should like to see a copy of SEAFARING supplied to each member of the Union, although how that is to be done is a

matter requiring consideration; while as for SEAFARING becoming the property of the Sailors' and Firemen's Union, that, so far as we are concerned, need only be a question of fair terms being arranged, and we feel sure that the members of the Union have no wish to be unfair. But Mr. George Cowie's suggestion of a paid Executive, the members of which should act as organisers in the intervals of their meetings, is not, we fancy, one that will find general favour in the eyes of the members, and in any case could not be carried out immediately. It sounds very well to say, as Mr. George Cowie does, that as the Union is in favour of paying members of Parliament it should be in favour of a paid Executive. But our correspondent forgets that while Parliament is an ancient institution in which the payment of members has been tried, the Sailors' and Firemen's Union is comparatively a mere infant, which has not tried a paid Executive, and that it is under an unpaid Executive that the Union has done so well. The Union having done so well under an unpaid Executive, is a very good reason why the system of an unpaid Executive should be continued. Moreover, if the Executive were paid, it would be accused or suspected of working more in the interests of paid officials than in the interests of the members. With regard to the publication of the Union accounts, that also is a matter for the members to decide; but Mr. Cowie may be reminded that the Shipping Federation does not gratify the seamen's curiosity as to how it spends its money, and why the Union should gratify the shipowners' curiosity as to how the Union money is spent we fail to see. A good general has often to mislead the enemy as to his movements and the application of his strength. That is the way in which battles are often won. Similarly, when a Labour organisation has to contend with a combination of capitalists, it would be very questionable tactics for the Labour organisation to let the enemy know all its internal affairs, seeing that such knowledge might enable the enemy to win the fight. These are points to be duly weighed in considering whether the Union should publish its accounts to friends and foes alike, which it would be doing by inserting them in SEAFARING, though such insertion would probably benefit this paper. When it becomes legal or customary for opposing individuals or opposing organisations to tell each other all their business it will be time enough to decide the question of such publication. Meanwhile there are plenty of more practical matters on which there is ample room for suggestions, such as how to insure the return of some representative seamen to Parliament, how to get better food and accommodation aboard ship, which owners compel their shipmasters to overload, how best to fight the Shipping Federation, and scores of other questions which readily suggest themselves.

At a meeting of the Dundee Harbour Trust on Wednesday, the engineer submitted reports with reference to the proposed extension of the low-water jetty at Camperdown Dock, and the deepening of the water at the west end of the jetty. It appeared that at one place the dock at rock water was only 2½ feet below the surface, and it was resolved to deepen the water to the extent of 14 feet, so as to enable vessels to approach the low-water jetty at all times without incurring any danger of grounding. A proposal to extend the jetty 250 feet to the westward was, however, delayed in the meantime.

NAUTICAL NEWS.

A PHILADELPHIA contemporary says five-masted schooners have been found to be unprofitable.

MACQUARIE HARBOUR, on the west coast of Tasmania, is being made deep and safe enough for vessels of 1,500 tons.

MESSES. JAMES WARROCK & Co., Leith, have, it is stated, placed an order for a steamer of 4,000 tons with a North of England firm.

AT Aberdeen the master of a steam trawler has been convicted on two charges of illegal trawling, and fined £100, or sixty days' imprisonment.

WITHIN the last few days the coast line at Kirkcaldy has been much altered by the action of the sea, and the bank at the harbour mouth has fortunately been removed.

SINCE the dredging of the bulkhead shoal in the Delaware River, vessels find no difficulty in passing up and down the river at any stage of the tide, there being at least 24 feet of water at low tide.

THE British steamship *Chatfield* sailed from Baltimore on Aug. 12 for Rotterdam, with 142,831 bushels of wheat, valued at 143,092 dols., and is the largest cargo that has ever been shipped from that port.

THE passage for vessels over the Urakowski Shoal, near Sundyr, is closed for the present. More than 100 steamers and lighters have collected at the shoal. The authorities have set a dredger to work. (Kasan, Aug. 20.)

A NEW Shipping Company has been formed at Amsterdam for the purpose of establishing a line of steamers between the Low Countries and the Dutch East Indies. The capital is 2,000,000 florins, in 2,000 shares of 1,000 florins each, fully paid.

DURING the last ten days there have been large arrivals and sailings at each of the Hartlepoons, and the proportion of timber cargoes has proved unusually large, whilst the heavy consignments of fruit and vegetables have considerably increased the value of general imports.

THE shipping on the Elbe since the beginning of August has established itself on a better footing. The freight charges, however, remain very low. In many cases the shipping scarcely pays, since, with very few exceptions, there is only part of the available space filled.

JAMES ADAMS, master of the steamer *Ogmore*, of Dundee, was charged at Aberdeen with having concealed on board the vessel 10½ lbs. of foreign manufactured tobacco, and 2½ lbs. of foreign cigars. He pleaded guilty. The Bench imposed a fine of £10, with the alternative of one month's imprisonment.

THE yearly average tonnage of vessels in the foreign trade entered in Irish ports during the last decade was 875,205, the lowest figures being those of 1886, when the tonnage entered was only 771,574. The tables for 1890 compare well with these, for the tonnage of that year was 1,008,757, or 133,552 above the average.

AT a Board of Trade inquiry held at Cardiff into the circumstances attending the striking on the rocks at the Longships of the steamship *Skeinly*, of West Hartlepool, the Court suspended the certificate of the captain, James Green, for six months, and severely reprimanded the second mate. The *Skeinly* was on a voyage from Dunkirk to Cardiff when the accident occurred.

THE foreign shipping trade at Bristol continues to show only moderate activity and the same may be said of the outside docks. Four continental vessels and two steamers with ice have decked, whilst the only arrival at Portishead this week was a steamer with barley, and the only arrival at Avonmouth has been a steamer also with barley. The timber trade has been somewhat better, four vessels having lately arrived in port so laden.

HAMBURG has established no less than seven new lines of steamers in one single year; these possess 76 ships. In addition nine new lines to European countries have been called into life which possess 47 ships. By means of these the number of lines running from Hamburg is increased to 95 with 624 vessels at work, of which, however, only one-half are sailing under the German flag. In spite of all this Bremen still retains its place as the chief port of the United States passenger traffic.

ON Aug. 27, at Liverpool, judgment was given in the inquiry respecting the loss of the steamer *Soudan*, which struck on a rock off Tahou, Ivory Coast, on the 16th ult. The Court did not find the master in default, but cautioned him to exercise greater care in future when hauling in to make the land in thick weather, or when in close proximity to rocks and shoals. It considered his conduct in saving the mails and specie, under circumstances of considerable difficulty and danger, deserving of praise.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

The weekly meeting of the Tidal Basin Branch was held as usual in the schoolroom, August 28. The president, Bro. A. McAllister, in the chair. The general secretary (Mr. J. H. Wilson) was present, also Mr. T. Watson Brown, solicitor, and Mr. John Gardner, Cardiff district secretary. The names of the new members enrolled during the week were read out and adopted on the motion of Bro. Smith, seconded by Bro. Pitt. The minutes and financial statement was also read out and confirmed. The general secretary then spoke on some private matters connected with this Branch. In the correspondence was a letter from the South Shields Branch asking for the loan of Neptune's Gear as they are going to have an entertainment on the 11th inst. in aid of the funds of the Lifeboat and Ingham Infirmary. It was resolved to lend it. Several members then asked the general secretary various questions connected with the Union, all of which he answered satisfactorily. Several private matters were then discussed, and a resolution passed that a deputation do wait on the Boiler Sealers' Union. The meeting then closed, with a hearty vote of thanks to Messrs. Wilson, Brown, and Gardner.

The usual weekly meeting was held at 465, Commercial-road, on Thursday, 27th, Bro. Marsden, vice president, in the chair. There was a fair attendance. The secretary reported 8 new members possessing the necessary qualifications had been enrolled during the week. They were duly admitted. The minutes of the last meeting were next read, and the weekly financial statement, as well as correspondence, and, after a short discussion, these were adopted. It was then unanimously resolved to send a deputation to Gravesend to represent this Branch on Sunday, 30th, for the benefit of Gravesend Hospital. It was then agreed that the nearest of kin of our late Brother John Morgan be paid the sum of £1 out of the Branch management fund, he being a fully paid-up member. The banner business was next discussed, and was left entirely to the chairman and the secretary to make all the necessary arrangements for its being unfurled. After several other matters of minor importance had been transacted in connection with the Branch, and the usual vote of thanks to the chairman had been passed, the meeting adjourned to Thursday, 3.

The usual weekly meeting of the Green's Home Branch was held at the Schoolroom, Poplar, on Sept. 2, Mr. Whitehead in the chair. The weekly return was submitted and signed by the chairman and treasurer on behalf of the Branch. A letter was received from the Federation of Trades regarding meeting for Thursday, 3rd inst. Mr. A. Mercer was instructed to attend such meeting on behalf of the Branch. Other matters engaged the Branch until 10 p.m.

A special meeting of the Deptford and Rotherhithe Branch was held at the Chichester Tavern, Lower-road, Deptford, Mr. J. H. Wilson, general secretary, being in the chair. There were also present Mr. H. Holmes, treasurer to the Branch, several members from South Shields, Cardiff, and other Branches, and a goodly number of Deptford Branch members. The meeting was opened by the general secretary, who gave a very spirited and encouraging address, after which the Branch secretary read the financial statement, when it was proposed by Bro. Carey, and seconded by Bro. Blundell, that the same be accepted as read. Carried. It was decided unanimously by the members present that all moneys due to the general fund be forwarded to head office. The minutes of the previous meeting were read and confirmed. The secretary, J. Garvie, was elected to attend the Federation of Trades meetings as delegate for the Branch. The general secretary then again addressed the meeting speaking forcibly upon the benefits of Unionism, and earnestly advising the members to stand firm to their organisation and support it by all means in their power. A hearty vote of thanks was accorded to him, and the meeting then terminated. Members are informed that the secretary will attend at the office, 2, Chichester-villas, Lower-road, Deptford, for the purpose of receiving contributions and enrolling new members, daily from 9 a.m. to 8 p.m.

MERSEY DISTRICT.

In spite of the unpropitious weather on the evening of August 31, any passing wayfarer might have noticed, were he at all observant, that the office door of No. 8, Price-street, stood partly open. The subdued light from the turned down gas-burners within would next have caught his eye, and scattered groups of weather-beaten men congregating around the doorway, with others entering the portals, from whence issued the sound of voices as of an assembled multitude. All these (on other evening-) unusual incidents would have proclaimed to him, or those acquainted with the vicinity, that the Liverpool No. 1 Branch was about to hold its usual weekly meeting. Nor is the scene altogether confined to visions of seafarers, and an occasional belated lorry wending its lumbering and deafening way home in tow of two such fine specimens of the cart-horse as only Liverpool can show, for a fair face gleams from a window hard by, like a picture in its frame, as bonny a face as one could wish to see, which serves to brighten up the otherwise uninteresting view from the office door. The appointed hour approaches. The secretary has already entered the office and is busily engaged preparing the agenda paper for the evening's work. Ere long from round the corner emerges into view the form of an earnest and thoughtful-looking man, who rapidly crosses the road, and enters the building amid nods of recognition and kindly greetings, for he is one who is well known and respected in the Mersey district, Mr. W. Nicholson, who comes to give the assembled members the benefit of his advice and long experience on Trades Union matters. Anon may be seen approaching one with strongly marked and intelligent features. 'Tis the secretary of the Bootle Branch, Mr. T. Connarty, who hurries up, never behindhand or sparing of his own time and ease when any good work for the Union is to be done. Messrs. Andrews, Ball, Hewson Rogers, Bernard Titley, Duggan, Manning, Chandler, McCoy, and many other familiar faces roll up on to the scene of action. Mr. Garrett, the senior delegate, is to the front as usual, and promptly at 7.30 Mr. Flay takes up his position as door-keeper. The members, strolling in, take their places, and the meeting is opened. The downpour of rain has held off a bit, and in consequence a respectable quorum is available to transact the formal business, though not half as many as would, no doubt, have attended but for the rain. Mr. Rogers takes the chair, supported by Mr. Andrews, another well-known member of the premier Branch of the Mersey district. The secretary, being called upon to do so by the chairman, reads the minutes, correspondence, and balance-sheet for the week, all of which are declared to be satisfactory by resolutions duly recorded in the minute book. Then follows the financial statement, which shows that the Branch is in a sound financial position, owing nothing to H.O., though certain dues, per rule, have accrued during the quarter, but not yet payable, and that there is a substantial surplus to the credit of the Branch in the National Provincial Bank of England. The statement that the expenditure (including benefits paid for the week) does not exceed 35 per cent. of the receipts, is contrasted with the published accounts of many other similar institutions, whose working expenditure often exceeds 50 per cent. Thirteen new members enrolled during the week are next accepted for membership. A discussion on the proposed new provision scale ensues, which is followed by the appointment of a sub-committee, and various matters of local interest only, the transaction of which are somewhat disturbed by an unruly member, who, when himself, is an ornament to the Branch. The meeting bears with him good-naturedly, and after performing a charitable action to a distressed member, it is dismissed by the chairman to a well-earned adjournment, after a sitting of only two hours.

The usual weekly meeting of the Birkenhead Branch took place on Monday, Aug. 31, Mr. James Farrell presiding. The minutes, correspondence, and financial statement for week ending Aug. 29 having been read, were approved of. The names of new members enrolled during the week were read, and accepted to membership on the motion of D. Holland, seconded by R. Rogers. After some remarks respecting the forthcoming Trades Union Congress to be held in Newcastle-on-Tyne in September, the question of forwarding resolutions was referred back, on the motion of D. Holland, seconded by T. Elcock. The case of a member who had met with a serious accident which may incapacitate him from work for some time was considered, but the member having failed to attend the meeting and explain, it was moved by T. Elcock, seconded by D. Holland, that the secretary act in conformity with rule in this case, the member not being a member of the sick and burial fund, not

being entitled to any assistance from the Branch. It was decided, on the motion of D. Holland, seconded by A. Fyfe, that the names of those members who paid the penalty for scabbing during the strike of 1889 be placed on the table next meeting night. A question of great importance affecting the crew of the s.s. *City of London*, from Glasgow, having been amicably settled, the meeting adjourned at 9.45 p.m., after according a hearty vote of thanks to the chairman and visiting members.

The usual weekly meeting of the Bootle Branch was held on Sept. 1, Mr. J. Lynes, vice-president, in the chair. There was a good attendance, including Mr. Nicholson, district secretary, and Mr. H. R. Taunton, No. 1 Branch secretary. The minutes of the previous meeting were read and adopted. The financial statement was also read and passed with acclamation. The fine for scabbing during the strike of 1889 was brought up for further consideration, and debated by various members present. The following members were elected as part of a joint committee to discuss the matter thoroughly and report, and it was hoped that their decision would be final. Messrs. Marmion, McNulty, and Roberts, formed the committee of this Branch. The next question was the bye-laws, adopted by the Liverpool Branch, and sent to the Executive for their approval. A copy of these bye-laws appeared in last week's issue of SEAFARING. After an explanation by Mr. Nicholson and Mr. Taunton the question was thoroughly debated by Messrs. McNulty, Marmion, Roberts, McGovern, Ham, Murphy and Monaghan. It was proposed by Mr. A. Hepburn, seconded by Mr. J. Monaghan, that the meeting accept the bye-laws; as an amendment it was moved by Mr. Roberts and seconded by Mr. A. Laurie, that the question stand over. On being put to the vote the amendment was carried. The secretary was instructed to write to Messrs. Allen & Co., about a certain paper which the crews of their vessels have to sign abjuring any connection with the Union.

GLASGOW BRANCH.

The usual meeting was held on Monday, Aug. 31, in the Typographical Hall, 102, Maxwell-street, Bro. McGregor presiding. The secretary read the minutes of the last general meeting, which were adopted on the motion of Bro. Fyfe, seconded by Bro. McInnes. No committee meeting was held on Friday, Aug. 29, through the absence of members. The secretary read the weekly returns for the week ending Aug. 22, which were adopted on the motion of Bro. Cartwright, seconded by Bro. Ingram. After some comments on various items they were unanimously passed. At this stage Mr. McNaught, secretary of Greenock Branch, took his seat upon the platform. Correspondence was then read from the Clyde Navigation Company anent season tickets for the secretary and newly elected delegate, and from the manager of the Royal Infirmary. Bro. Ross moved, and Bro. McCorkle seconded, that the Royal Infirmary bill be paid, and that we be more careful in future in issuing tickets to members for admittance; carried unanimously. The secretary intimated that for various reasons he deemed it advisable to counsel the members to look for a more central hall in the city wherein to hold the weekly meetings, as the want of a better situated place had been a standing grievance for a considerable time with members who belonged to Govan, Partick, and northern districts, and to stop all friction, he suggested the taking of a hall for three nights a month on the north side in a more central locality, and giving the members on the south side at least one night in the month. He also intimated that he had an offer from the manager of the Waterloo Rooms for a suitable hall, as also one from the manager of the Templars' Hall, Bishop-street, and another from the janitor of the Assembly Rooms, McLean-street. The terms being acceptable, it was moved by Bro. Cartwright, seconded by Bro. Ingram, that we take the hall in Bishop-street for three nights per month, and the hall in McLean-street for one night per month, and that the secretary be instructed to make all necessary arrangements at the earliest possible date, and report. A member who had been in ill-health claimed the privilege of exemption from payments of contributions, on account of ill-health and inability to work. The member was referred to the Executive Council. A member made a shipwreck claim. It being proved that he was out of compliance at the time the shipwreck occurred, the claim was not entertained. Patrick McGowan was allowed his fare to Troon and back to identify his brother, who is supposed to be drowned. The committee were now elected as follows: Anthony Boyle, Thos. Duffy, Hugh Reilly, James Leather, John McLean, Robert Smith, George Pearson, John Henderson, Joseph Irwin, and Wm. Proctor. Bro. Fyfe, one of the suspended com-

mittee, asked why the auditors of the Branch books should not be suspended also. He moved, and Bro. Reilly seconded, that they be suspended at once. Bro. Ross, one of the Branch auditors replied, also asking for reasons why he should be suspended. After some discussion it was decided that both auditors be dismissed at once. Mr. McNaught, the Greenock secretary, addressed the meeting, and wishing success to the Glasgow Branch and our new secretary, Mr. McBride, pointed out though men might come and men might go, the cause of Unionism went on for ever. He hoped that in the future prosperity would attend us, and that we should waken up to a sense of our own interests. Much could be done by trying to get a few labour representatives into Parliament, who would bring forward and champion our legitimate rights, and that would help us in the future. He hoped soon to see it accomplished. The meeting accorded him a hearty vote of thanks, which concluded a very orderly and good business meeting.

WHITSTABLE BRANCH.

Tuesday, Aug. 25, was regatta day here, when the town was decorated, and a great number of holiday makers from the surrounding districts were here enjoying themselves. Whether it was owing to the excitement produced by the regatta, or whether it was owing to the men taking to heart their low wages, and not being able to enjoy themselves like others, it is hard to tell, but as a result of something out of the way, the coal-workers of the harbour and the seamen came out on strike, and not without reason, for they have borne long the starvation consequent on low wages, the coals having only 1½d. per ton, and then not continuous work at that. They have struck for 1½d. per ton, and the seamen require to be engaged by the month at £3 10s., instead of being engaged by the voyage. They only received £3 10s. for the voyage, with 5s. to Gravesend, which, more often than not, occupied longer than a month—very often six or eight weeks. Now they have made a good start, for, the harbour being nearly full of ships waiting to be discharged, there was not one at work, leaving it deserted. A large and enthusiastic meeting was held in the evening, when a resolution was unanimously carried that the men stand firm until their reasonable demands are got, also appointing Mr. Wm. Gammon their representative, and in his able hands they are sure of winning. The A.B.'s who have not already joined have pledged themselves to join, and the coal-workers are only anxious to join the coal porters of London, and we hope soon to see a representative from there to give them a start to form a Branch, which I am sure you will wish success.

GRIMSBY BRANCH.

The usual weekly meeting of the Branch was held on Monday, Aug. 31. The president being absent at sea, Bro. J. Harvey was elected to the chair. The minutes and accounts of the previous week were submitted and passed on the motion of Bro. C. Chapman, seconded by Bro. Polton. The correspondence and outside delegates' report were passed as read. The secretary tendered his resignation, having received another appointment. It was resolved, on the motion of Bro. Bolton, seconded by Bro. Bell, that nominations be received for the office of secretary, the nominees to submit a specimen of their handwriting to the committee, nominations to remain open until Sept. 7. It was also resolved to summon a special meeting for Monday, Sept. 7. Thomas Willis was accepted for membership as a trimmer. This concluded the business of the meeting. Twenty-seven new members have been admitted during the month ending Aug. 31, viz., 14 A.B.'s, 7 firemen, 4 trimmers, 1 donkeyman, and 1 cook.

Mr. Young, the Hull district secretary of the National Union of Sailors and Firemen, has just completed the compilation of certain statistics in connection with the Grimsby Branch of the Union, which was formed April 18, 1889. From these statistics the following information is to be gained: Total members enrolled up to June 1, 1891, 948; lapses through non-payment, death, and other causes, 141—financial members, 807. The members are made up as follows:—A.B.'s, 476; ordinary seamen, 10; firemen, 308; trimmers, 64; cooks, stewards, boatswains, carpenters, and engineers' stewards, 90—total, 943. The total number of foreigners on the book is 74, or about 8 per cent., and the average age of the members is 32 years. One cannot help being struck with the small number of foreigners in the Branch. It should also be remembered that the majority of the foreigners have been sailing from Grimsby for a number of years.

SUNDERLAND BRANCH.

This Branch met on Aug. 31, at the Dog and Pheasant, Coronation-street, Mr. J. B. Lee in the chair, E. Goodfellow in the vice-chair. There was a good attendance. A letter was read from the general secretary stating that the nomination of Mr. Geo. Stewart, of this Branch, as a representative to the Trade Congress, had been confirmed by the Executive. The meeting then made arrangements for taking part in the forthcoming Trade Union Congress Demonstration at Newcastle. It was also decided that the next general meeting should be held on the Tuesday instead of the Monday, so that members might be present at the debate on the eight hours question, which will take place in the Assembly Rooms; Councillor Robert Cameron, J.P., has kindly consented to take the chair. Mr. Ben Tillett, James O'Connor, Will Thorne, Mr. Matkin (of Liverpool), Mr. Moonson, and several others, will expound the question of the legal eight hours. Mr. S. Millar stated that there was a port not far from Sunderland where the owners were doing all they possibly could to evade the law-line. It was decided to supply the necessary information to the secretary to forward to the general secretary. Mr. W. Price, one of the general trustees of the Union, then addressed the meeting at length. He stated that the Union today was in a great deal better position than it was four months ago, both in regard to finances and members. Such news is very gratifying to members and friends of the Union. Several other members addressed the meeting.

WEXFORD BRANCH.

A general meeting of this Branch was held on Thursday, Aug. 27, at the Union Meeting Rooms, South Main-street. The attendance of members was very large. On the motion of Thomas Newport, seconded by John Rossiter, Mr. Peter Reid took the chair. At the request of the secretary, the chairman selected the following committee to transact the usual routine business of the Branch:—Messrs. Edward Doyle, Thomas White, P. Marlow, P. Lambert, P. Brown, James McGrath, Nicholas Butler, John Rossiter, John Nolan, James Murphy, William Edward, John Smith, Thos. Newport, and N. Bent. The chairman, who was received with applause, said he felt proud, indeed, to preside at a meeting of his fellow-members, especially such a very large and enthusiastic one as the present. He was sure that the seamen of Wexford were becoming keenly alive to their interests, and to the benefits which can be obtained by "Unionism." The principles of combination had been taken up by the working men all over the world, with the result that better wages and improved working conditions have been obtained. (Applause.) As the time was short he did not wish to detain them longer, but would like to hear what Mr. O'Dwyer had to say on the matter. (Applause.) Mr. P. O'Dwyer, who was greeted with applause, said he was pleased indeed to see such a very large number of members present, this being the first general meeting held for some weeks past. The question which brought them together was of much importance to the seamen of Wexford. The members had been rather easy in themselves for the past few months, but they had assembled that night for the purpose of coming to a final decision as to whether the Branch was to be carried on as a Branch of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland, as it had been for the past twelve months, or not. They were all well aware of the many services rendered to the seamen of Great Britain and Ireland by the National Union, and by the untiring energy of their esteemed general secretary, Mr. J. H. Wilson. (Cheers.) He was happy to inform them that Mr. Wilson would visit Wexford in about a fortnight, and would then address a public meeting. (Cheers.) In conclusion, he sincerely hoped that for the future the members would unite themselves more closely together, and keep green in their memory that famous name which the sailors of Wexford have attained the world over. (Applause.) The meeting was then addressed by Messrs. Thos. Newport, James McGrath, John Rossiter, etc., when the following resolutions were carried unanimously:—Resolved,—That we, the seamen of Wexford, and members of the Wexford Branch of the National Amalgamated Sailors' and Firemen's Union, are determined to support the National Union, and to carry on our Branch as it has been carried out for the past twelve months, and with more determination than ever. That all members who are in arrears are requested to pay up same at once, and those who are not in a position to pay the whole amount together, can do so by weekly instalments, and that the weekly meetings be held every Thursday night at 8 o'clock, at the meeting-room, South Main-street. All members ashore are

requested to attend, those failing to do so to be fined by the committee. A vote of thanks having been passed to the chairman for the very able manner in which he conducted the business of the meeting, and he having very ably responded, the meeting adjourned.

MIDDLESBROUGH BRANCH.

The general meeting was held on Monday, Aug. 31, Mr. John Brown in the chair. P. Loughran asked to be allowed to sign. He said he was in arrears. His wife had died and he had a child now dying, but if allowed to sign he would promise to pay up arrears. Permission to sign was granted. The secretary then read the minutes, which were confirmed on the motion of Mr. T. Hales, seconded by Mr. Florn Kerzo. Correspondence was then read from the head office, Cardiff, and other branches, as well as from the National Telephone Co. It was moved by Mr. G. Young, seconded by Mr. T. Gills, that the telephone rent (£5) for the half-year be paid; carried. The correspondence was then accepted on the motion of Mr. Young, seconded by Mr. J. J. Robinson. Some discussion then took place on the eight hours day, Messrs. Robinson, Gills, Leary, Hales, Royal, and the secretary taking part in the discussion. It was decided, on the motion of Mr. T. Hales, seconded by Mr. C. Royal, that the delegate to the Congress be instructed to vote in favour of an eight hours day for all trades which demand it. Mr. Robinson then addressed the meeting on the large fees to be paid to the Trades Union Congress, and concluded by moving that the delegate be instructed to vote for a reduction of the fees. This was seconded by Mr. G. Stephenson, and carried. Other business was then attended to, and the meeting adjourned, on the motion of Mr. T. Hales. Shipping is still quiet here.

DUBLIN BRANCH.

The usual weekly meeting was held at the Union Hall, 50, Seville-place, on Friday, August 28, Bro. J. M. Maxwell in the chair. The minutes of the previous meeting were unanimously passed. The financial account having been read, it was passed as satisfactory. Correspondence was then read and discussed, several members taking part in the debate. It was proposed by Bro. Archibald, and seconded by Bro. Lynn, that the correspondence be adopted; this was carried. A long discussion then took place of a private nature, and a deputation from the stationary engine-drivers having been admitted to explain a small grievance, after a long discussion withdrew fully satisfied. After an address from the chairman the meeting closed.

HULL BRANCH.

The usual Branch meeting was held in Unity Hall, the president, Mr. T. Ward, in the chair. After the confirmation of the minutes, a member named James McIntosh, of the Tower Hill Branch stated that he had met with an accident on board of the s.s. *Delhi*, of Glasgow, and that he wished to be sent on to that port, as the ship's husband had promised to do something for him when he arrived there. It was resolved that he be sent on. The secretary was instructed to write to the head office for the alterations of rules, that members may go through them to be able to instruct the delegates who go to the annual meeting, which way to vote. And members are requested to attend their Branch meeting.

SOUTH SHIELDS BRANCH.

The usual weekly meeting was held on Aug. 31, in the hall, Mill Dam, the president presiding. The minutes of the last meeting, the weekly balance-sheet, and the bill for the week were laid on the table and duly confirmed. General business was then considered. Matters are in a forward state for the Trades Union demonstration, which is expected to be a success. The secretary stated that he had entered Edwin Cathery on this Branch, as he was a good Trades Unionist, and that the Executive Council had elected him as an organiser for the National Union. He had pleasure in introducing him to the meeting. Mr. E. Cathery rose and explained to the meeting the position he held with the Union, and stated that his heart was with the working men, and he would do all in his power to lift the seamen up to the standard of men on shore. He explained the position of the Union, and on resuming his seat, J. Jewles moved that the members of the South Shields Branch are highly satisfied with the Executive Council for electing E. Cathery as an organiser, and that they tender him best wishes in his new appointment, and give him all possible assistance wherever his duties may call him. This was carried unanimously.

Mr. Cathery stated that he was awaiting the general's orders to start at any moment. A vote of thanks to the chairman closed the meeting. Seven new members were reported as having joined.

ABERDEEN BRANCH.

The usual weekly meeting was held on Monday, Aug. 31, Mr. R. Fraser, president, in the chair. The attendance was fair, considering the very stormy wet night. A letter was read from the general secretary, intimating that Mr. R. Fraser, president of the Branch, has been elected to represent the District at the forthcoming Trades Union Congress, to be held at Newcastle-on-Tyne, which was received with considerable applause. It was resolved that the secretary make up a list of all members in arrears with their subscriptions, and that it be put up in the office for the inspection of others. Last Friday, the s.s. *Loango*, of Liverpool, was signing on. The Federation agent had managed to cook together the deck hands, but when it came to the firemen his supply was short. There were firemen present, but these had no Federation ticket, and had further determined that they would not have one. These handed their discharges to the second. At this juncture the agent demanded that he should compel the men to take the ticket, declaring that if he did not he would report him to his owners, and that he need not be astonished if he got his dismissal. The second, however, a plucky little fellow, who confessed that he was neither Union or Federation, but that he would have the men independent of the Federation, signed them on, to the great mortification of the agent, who shuffled off in "high dander." We do not give this to shout "Union victory," though that is what it undoubtedly was.

KING'S LYNN BRANCH.

The weekly meeting of this Branch was held on Monday, Aug. 31, at the Royal Standard County Court-road, Bro. Wm. Cummings presiding. The minutes of previous meeting, with income and expenditure, being passed as satisfactory, a discussion took place on the new provision scale. It was moved by C. W. Arnold, senr., and seconded by W. Catton, that the Branch accept the proposed provision scale adopted by the Union, and urge upon the Government to adopt it. This was carried unanimously. The secretary then gave an interesting account of his visit to Yarmouth on the 26th inst., to celebrate the 4th anniversary of the National Union, when the members of the London district had their outing to that seaside resort. The meeting then adjourned at 9.45 p.m.

SOUTHAMPTON BRANCH.

The weekly meeting took place on Tuesday, Bro. Glew in the chair. The secretary read the income and outlay, and as the former is rapidly increasing it was considered very satisfactory. The delegate was called upon to give an account of the banner fund which he has taken in hand. He reported that he had received from the crews paying off during the week the following sums:—seamen of *Athenian*, £1 8s.; firemen ditto, 18s. 6d.; from crew of *Nubian*, 9s.; from crew of *Para*, £1 1s. 1d. As this crew had already subscribed £2 2s. 6d., it was considered highly satisfactory. The total collected at the Shipping Office this week amounted to £3 16s. 7d., and as there are nearly 30 ships on the out and home run, the outside delegate is of opinion that £42 18s. 6d., the estimated cost of the banner, will be nearly obtained by one application to each boat. In consequence of a petition which has been sent in to the two Mail Companies, the Union Steamship Company's boat *Athenian* signed for a new scale of provisions nearly identical with the new scale advocated by the Union, and it is expected that the Royal Mail Company will follow suit. The delegate who attended the Trades Council last Wednesday, gave an account of the endeavours of the Council to settle the dispute between platers and platers' helpers at Woolston, and strongly condemned the attitude taken by the platers in not agreeing to arbitration, as the helpers have offered to return to work directly the board was appointed. The secretary reported five new members during the week. The meeting closed at 9.40.

GRAVESEND BRANCH.

The usual weekly meeting of this Branch was held Aug. 31, the president in the chair. After the new members had been admitted, the minutes and financial statement read and adopted as satisfactory, it was proposed and seconded that the members of this Branch tender their very best thanks to the secretaries and members of the Tower Hill, Green's Home, and Grays Branches for the

excellent assistance rendered to us on our Hospital Parade on Sunday, Aug. 30. This was carried unanimously. The Hospital Parade was organised for the first time by this Branch on Aug. 24, 1890, when a sum of £15 7s. was collected. This year, when all the Trade and Friendly Societies took part, it proved even more successful, no less than £24 17s. being collected, £20 of which was in bronze money.

GREENOCK BRANCH.

There is little or nothing of importance to report in connection with this Branch. Shipping is scarce, men are scarce, most of them being at sea; and for these reasons business is somewhat quiet. The usual meeting, however, was held on Tuesday evening, Sept. 1, the attendance being composed for the most part of shore members. Most of the business was of minor importance. The chairman reported on the work being done by the Trades Council, which was supplemented by a few remarks from the secretary. A complaint was lodged against one of the "leading stokers" of the *City of Rome*, who, it was alleged, went about picking up spare hands the day after that vessel signed, irrespective of whether they were in the Union or not, and in defiance of the express instructions of the Union officials. This conduct was unanimously condemned, and the secretary was instructed to summon the offender to the first meeting after his arrival home, and give an account of his conduct to the members of the Branch. Nothing of any further importance took place, and the meeting adjourned.

GRAYS BRANCH.

Four new members have joined this Branch up to the 29th ult.

SHIPWRECK AND LOSS OF 260 LIVES.

The mail which has just arrived from Japan brings news of an awful shipping disaster off the Japanese coast, by which more than 260 persons lost their lives. It took place at 3 a.m. on July 12, in the Shirakami Bay, off the Coast of Yezo, the most northern island of the Japanese group. Two steamers—the *Tamaye* and the *Miyoshi*—which are engaged in the Yezo trade, and which belonged to rival owners, were crossing the bay on the morning in question, the *Miyoshi* steaming at a high rate in order to pass the *Tamaye*, which, in her turn, was making every effort to avoid being beaten. For some reason the former appears to have steamed across the *Tamaye*'s course, and the latter, seeing that she was in danger of being struck on the port side, stopped her engines. It was too late, however, to avert a catastrophe. The *Tamaye* was struck in the neighbourhood of her machinery, and an explosion immediately occurred. Within four minutes the vessel sank, taking down with her not only her crew, but 320 fishermen, who were on their way back from plying their occupation elsewhere. The cries of the unfortunate sufferers were terrible. The only persons saved were those who happened to be on deck at the time of the collision—sixty odd men. They were found floating in the sea and were rescued by the *Miyoshi*. There was no time to launch a boat from the *Tamaye*, and over 260 lives were lost in her. The unfortunate fishermen who were on their way home were from the neighbourhood of Amori and Akita, in the main island, whose habit it had been to go every spring to Yezo and the neighbouring islands for the purpose of finding employment in the herring fishery. The season being over, they were on their homeward route, carrying with them about £4 a man, more or less, which they had saved, and which they were taking to their wives and children. When the news of the calamity reached Amori and Akita the greatest consternation prevailed. The families of the men who were absent hastened to Hakodate to inquire at the office of the owners of the vessel whether their relatives were alive or dead. The small steamers plying to Yezo are said to be too old to be seaworthy, and others have their machinery in a bad condition. At the time of the herring fishery, when men leave their homes in numbers to take part in it, the steamers set no limits to their passengers, but pack them on board without any thought of the vessel's carrying capacity.

AN action was brought by Thomas W. Cross, Tench-street, Wapping, in the City of London Court, on Aug. 28, to recover £25 damages for personal injuries, caused while on the barge *Hutton*, the property of the Commercial Lighterage Company. The jury found for the defendant Company,

THE WAR IN CHILI.

CAPTURE OF VALPARAISO.

FLIGHT OF BALMACEDA.

A telegram from Valparaiso says: Balmaceda's power in Chili is broken. His army has been crushed, after five hours' hard fighting, beyond all hope of reorganisation, and the Insurgents have taken possession of Valparaiso. General del Canto and his army won the battle by superior generalship and good hard fighting, assisted by good fortune in killing Balmaceda's generals, and the consequent demoralisation of the army, and the desertion of entire regiments. The position was, in brief, as follows: Balmaceda was not in a position to make an offensive movement, and devoted his time to making his defences as strong as possible. Then, all was not in harmony in the President's military Council. Both General Barbosa and General Alzereca were granted supreme command of the forces in the field. This caused friction and jealousy, which resulted in an open rupture, and the officers worked at cross purposes. Early in the morning the boom of cannon announced to the people of Valparaiso that a movement beyond the ordinary skirmishes had begun. The excitement was intense, and the streets were crowded with the people, women predominating, who were anxiously waiting for news and talking of the momentous contest in progress only a few miles away. A little after daylight word was given by Balmaceda to attack the position held by the Insurgents, and led by Generals Barbosa and Alzereca, the Government troops left the breastworks and advanced on the enemy under cover of a heavy fire from their batteries. The Insurgents generally were armed with Männlicher rifles, and used smokeless powder. The Government troops were not so well armed. As soon as the approaching column got within range of the Männlicher rifles, it was met with a destructive fire from the entrenched Insurgents. The column, however, advanced with much steadiness, and the men were soon near enough to do effective work with their pieces. The engagement soon became general, and shot and shell, grape, canister, and rifle bullets tore through the ranks of the advancing troops, until it became too hot, and, notwithstanding the efforts of the officers, the Presidential troops broke and retired. The officers worked like beavers to re-form the columns, as soon as they got beyond the range of the deadly Männlicher rifles, and finally succeeded. Then there came another attack in steady ranks. The Government troops started at the double up into the torrent of fire and lead which blazed from the ranks of the Insurgent army. Early in the second charge General Barbosa was shot down and killed. The line wavered but kept on. Then General Alzereca fell from his horse mortally wounded. He was removed from the field and died within an hour. Another break occurred, and then General del Canto gave the order to charge. With a wild yell the Congressional army left their defences and charged on the retreating enemy, while their artillery poured a deadly fire into the ranks of Balmaceda's army. The loss of its generals left the Government troops without a head, and all the efforts of the subordinate officers to rally them were of no avail. The retreat became a rout, the rout a panic, and then came utter demoralisation. The Government cavalry made a stand, but it was short, and they were literally cut to pieces. Volley after volley was poured into the demoralised troops of Balmaceda, and whole regiments which had not lost their regimental formation went over to the victorious troops of General del Canto, and joined in the attack on their late comrades. These deserters were generally volunteers who had been impressed into the service by Balmaceda. Since the beginning of hostilities, their sympathies have been all along with the Insurgents, and they took this, the first chance, to go over to them. The fighting lasted a little less than five hours, and fully 5,000 men were killed and wounded. The country for miles round is filled with men, many of them wounded, who were this morning the dependents of Balmaceda. The defeat of the Government is absolute and complete. There is no possibility of reorganisation, and if Balmaceda does not succeed in escaping through the mountain passes which are yet open the chances are that he will be captured and shot.

LANDING OF FOREIGN BLUEJACKETS.

Soon after the battle began stragglers came in with reports of disaster to the Government troops. Senor Claudio Vicuna, the President-Elect, took alarm early, went on board the German flag-ship, and asked for the protection of the admiral, which was granted. Then the Intendente Oscar Viel sent a communication to the American Admiral Brown, and the commanding officers of the other foreign fleets, requesting them to send men ashore to protect their citizens, as the probabilities were that there might be trouble. A landing party of blue-jackets and marines from the United States cruiser *San Francisco* were ordered ashore by Admiral Brown, and took up a position about the American

Consulate. The other naval commanders followed suit, and soon enough foreign men-of-war's men were ashore to protect the city against any possible outbreak. The streets of the city were soon filled with a disorganised mob of Balmaceda's soldiers. The execution among the officers had been terrific. In addition to Generals Barbosa and Alzereca, nearly all the staff officers were killed or wounded, and the fatalities among the line officers were also great. It was evident that the Government had met with an overwhelming defeat, and an attack on the city was momentarily expected.

SURRENDER OF THE CITY.

To avoid the bloodshed which would probably have resulted from a victorious army entering the city, Senor Viel sent a flag of truce to General del Canto, with a proposal to surrender the city. This was accepted, and Senor Carlos Walker Martinez, the Congressional leader, who had been refused a safe conduct from Balmaceda, and had remained at Santiago since the commencement of the revolution, directing the conduct of affairs for them in the south, was requested by General del Canto to take possession of the city, and act as Intendant until permanent arrangements could be made. This he did. In the meantime there has been a general flight of such Government officials as had reason to believe that they had brought down on themselves the vengeance of the Insurgents. Shortly after noon the victorious army began to enter the city. The inhabitants of Valparaiso are now apparently all in sympathy with the revolution, for, as the Insurgent troops, hot from the battle, marched through the streets, they were greeted with the wildest enthusiasm, the streets resounding with shouts of "Viva Chili! Viva Canto!" From the windows of houses showers of flowers were flung by enthusiastic women on the heads of the leaders. Shortly after the entry of the army the captain of the *Almirante Lynch*, lying on the Customs Quay, was summoned to surrender. He attempted to steam out, and opened fire with his machine guns on the Insurgent troops. There was a sharp engagement for 15 minutes, and then the captain hauled down the flag, and there was not an enemy to the revolution from Port Valdivia to Vina del Mar. During the afternoon, such of the Government troops as came into the city gave up their arms, most of them being released on parole. Guards were stationed in the streets to see that the disbanded soldiers and dangerous classes did not make any trouble. The city was as quiet as could have been expected under the circumstances, and no disturbance is expected.

SURRENDER OF SANTIAGO.

Santiago has since formally surrendered, and the triumph of the Congressional party is complete. Peace and quiet may be looked for in Chili before many days. Early the next morning word was received from the representatives of Balmaceda at the capital asking for a conference with a view to surrender. The request was granted, and General Baquedano, who was formerly Commander-in-Chief of the Chilean Army, was designated to act for the Congressionalists. The meeting was held and the terms of the surrender arranged. To all intents the capital is now in the possession of the Junta, and within a few hours will be actually in charge of their officers. In a few days more the Junta will form a Provisional Government, which they insist must be recognised as the only legitimate Government of Chili, so that the work of reorganising the country can proceed.

SANTIAGO BURNED.

The Chanaral Regiment of the Congressional Army took possession of Santiago at night. As soon as the news reached the city of the defeat of the Government at Valparaiso, and the people knew that Balmaceda's power was gone, and that they had nothing to fear from his wrath, their enmity against the Government broke forth, and the cry was raised that the President should be killed. The mob started for his house. It grew in numbers and fury as it went through the streets, and by the time it had reached the Executive mansion was ripe for any bloody deed. A short shrift would have been allowed the President had he been caught, but he knew he had little chance for life if he remained at Santiago, and on the first receipt of the news of his defeat hid himself, and the mob were balked. Then the people's desire for revenge found vent in the application of a torch, and soon Balmaceda's house was a mass of flames. The mob then marched to the house of Senor Godoy, ex-Minister of the Interior, and an ardent Balmacedist, and set fire to it, and next to the residences of Balmaceda's mother, of General Barbosa, who was killed in the battle, and of Señores M'Kenna and Eastman, and to the Government newspaper offices. The houses of several prominent officials were also burned to the ground. The city became panic-stricken and business was suspended. The people who had not joined the mob kept close to their houses. The sky was lurid with the light from the burning buildings, but the police and fire departments and the army were demoralised, and made not the semblance of an attempt to maintain order.

BALMACEDA'S FLIGHT.

All sorts of rumours are current about the movements of Balmaceda. According to one account

he is making his way overland to the Atlantic coast, while another statement was that he had gone to Coquimbo, where the *Almirante Condell* and *Imperial* were waiting for him. It is said on good authority, however, that he went by special train to Talcahuano, there to make a connection with the *Almirante Condell* and *Imperial*, in one of which, probably the former, he would proceed to Buenos Ayres or Montevideo. If this is so, he will probably escape.

EASILY STATED.

Mrs. Stone: "What is the difference between an investment and a speculation, dear?"
Kirby Stone: "If you lose, it's a speculation."
—Puck.

REPORTERS' DEFINITIONS.

Prominent citizen—The janitor of the flat in which the couple lived.
Pretty girl—The unmarried woman in the case.
Petite—Weighing less than 180 pounds.
Brunette—Any woman not a blonde.
Blonde—Any woman not a brunette.
Dull Thud—Anything falling without rebound (except salary).
Holocaust—A fire attended by fatal results to human or animal life.
Tinder-box—The building in which the fire occurred (syn. rattle-trap).

A GREAT FINANCIER.

Mabel: "Well, I've concluded to marry Mr. Tightfast."
Mildred: "Why, I thought you hated him."
"Oh, I do, but he is bound to be very rich some day. He has such a grasp of finance."
"What gives you that impression?"
"Why, he invited me to go to church, last night, and coming home we took a car, though he wanted to walk both ways. Well, when the conductor came round he said: 'How unfortunate, I find I have nothing smaller than a dollar bill. Have you any change?'"
"So I paid the fares."

AT THE WRONG OFFICE.

Patent Reservoir Pen Agent: "My dear sir, do you know how much time you lose dipping a pen into the ink? Ten dips a minute means 600 dips an hour or 6,000 dips in 10 hours, and each dip costs—"

Business man: "Yes, I know; I have figured it all out."

"And yet I find you still writing in the old way."
"Yes, I am using the patent reservoir pen you sold me about a month ago—using it in the old way because it won't write any other way."
"Beg pardon; I'm in the wrong office. Good-day."

HER DAY.

He was a mighty, rolling river,
She was a little rippling rill;
He was a mountain naught could shiver,
She was a tiny, shifting hill.
He was a lion, loudly roaring,
She was a lambkin born to love;
He was an eagle proudly soaring,
She was a gentle, cooing dove.
He was a sturdy oak, defiant,
She was a slender, clinging vine;
He was a brave and brawny giant,
She was a wee thing feminine.
Ah, but the day when they went shopping,
She was the one who took the lead;
She was the earth, so far o'ertopping
Him that he seemed a mustard seed.

AT LAST.

When I married my wife she had studied stenography,
Got that down solid then took up photography.
Mastered that science and started geography,
All in the course of a year.
She presently took up a course of theology,
Followed that up by a touch of mythology,
Got a degree in the line of zoology
(Still her great mind remained clear),
So she took in a course on the theory of writing,
Some lessons and points on the subject of fighting,
A long course of house-building, heating, and lighting,
For over her classmates she'd soar.
So she entered the subject of steam navigation,
Took also instruction in church education,
And mastered the study of impersonation,
And still she was longing for more.
Next she tackled the latest great fad, electricity,
"Dress reform" institutes taught her simplicity,
Sought the best ways to encourage felicity,
Oh! she's as smart as a book!
She at last ended up with a course in phonetics,
Gave a little attention and time to athletics—
The rest of her leisure she gave to magnetics,
And now she is learning to cook!

—Detroit Free Press.

SOME FUN.

THE MATTER OF AN ALLOWANCE.

"My dear," whispered the young man, "as we are soon to be married, we should take a practical view of life, and profit by the mistakes of others. For instance, there is the subject of a regular allowance every week for spending-money, you know."

"Oh, I've thought of that," she replied sweetly.

"Have you?"

"Yes, indeed. Hundreds and hundreds of times, and lately I haven't thought of much else."

"Eh?"

"Yes. Your income is five hundred a year, isn't it?"

"Yes; and I want it to go as far as possible towards your happiness."

"Of course. Well, I've talked it over with mamma, and she thinks an allowance of four shillings a week will be plenty."

"Indeed?"

"Oh, yes! You can walk to the office, you know, and carry your lunch, you know, and so you can use a whole shilling for cigars and neckties, and things."

NOTHING TO LIVE FOR.

"Your honour," said a prosecuting attorney in an Alabama backwoods' court, "the prisoner at the bar is charged with killing one of the most exemplary citizens of this county. Andrew D. Boyson, your honour, was in every respect a model man. He was a beloved member of the church, and was never known to be guilty of an unchristian act. Why, your honour, he was never known to bet on horses, play poker, drink whisky, or use tobacco. He—"

"Hold on a minute," the judge broke in; "you say he didn't bet on horses?"

"That's what I say, your honour."

"And he didn't play poker?"

"He was never known to play a game."

"And he never drank liquor?"

"Never drank a drop, your honour."

"And he didn't chew tobacco?"

"Never took a chew in his life."

"Well, then," said the Judge, leaning back with a sigh, "I don't see what he wanted to live for. There wasn't anything in life for him, and I don't see why he ain't about as well dead as alive. Release the prisoner, Mr. Sheriff, and call the next case."

WHY HE FELT BLUE.

"What's the matter, old man?" he said, as they met the morning after. "You look blue."

"I feel blue."

"But last night you were the jolliest member of the party."

"I felt jolly."

"You acted like a boy just let out of school."

"I felt like one."

"You said your wife had gone away for the first time in three years, and there wasn't anyone to say a word if you went home and kicked over the mantel clock."

"I remember it."

"You said that if you stayed out until 4 o'clock there was no one to look at you reproachfully and sigh and make you feel mean."

"Yes, and I stayed out until 4 o'clock, didn't I?"

"You certainly did."

"And I gave an Indian warwhoop on the doorstep?"

"Yes, and you sang a verse from a comic-opera song, and tried to dance a clog."

"And my wife had missed the train. Now go away and leave me. I want to kick myself a little more for not taking the precaution to get an affidavit from the conductor that she went with the train."

A BIG MISTAKE.

A slim-faced man with a graveyard cough was inspecting some trunks in front of a Grand-street store yesterday, when the proprietor of the store appeared and asked:

"Looking for a trunk, sir?"

"Yes."

"Here's the best four-dollar trunk ever made, and I'm the only one that sells 'em at less than five dollars."

"No good," replied the pale-faced man, with a sorrowful shake of the head. "One of these trunks wouldn't stand the journey from here to Poughkeepsie."

"What? I'll warrant 'em to go around the world! Take hold of one and bang it about and convince yourself."

"Do you give me leave to wrangle with one?"

"Of course I do! Take right hold."

The man with the graveyard cough drew in a full breath, called out: "Sche-neck-ta-day," as if warning a carload of passengers, and then reached for the trunk.

"Rip!" went one of the handles: "r-i-p!" went the other, and as he stood it on end and upset it and flopped it back again one hinge busted loose and the cover split in two. With a twist of the wrist he gave it a slam bang which completed the wreck, and with a bow to the trunkman he joined the crowd and disappeared.

"Upon my soul!" gasped the proprietor, as he viewed the ruins, "but I made a big mistake in him! He's a baggage master instead of a dying traveller."

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Railway Review.—"Circulation nearly 20,000."

Literary World.—"Will be appreciated by all who go down to the sea in ships."

Coast Seamen's Union (San Francisco).—"A worthy champion of the sailors' cause."

Star.—"Good literary matter."

Liverpool Daily Post.—"Most popular."

Glasgow Herald.—"Interesting."

Liverpool Mercury.—"The organ of the seafaring class."

Weekly Times and Echo.—"The parent of the Seamen's and Fishermen's Unions."

Weekly Dispatch.—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."

The People.—"Useful."

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The Democrat.—"Useful work."

Seaboard.—"A warranty of long life."

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Weekly Budget.—"A career of much prosperity and usefulness."

Mercantile Marine Service Association Reporter.—"Written in true sailor style."

Scottish Leader.—"Its sails are already filled with a favouring breeze."

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Derry Journal.—"High reputation."

Western Daily Press.—"Full of original matter."

Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."

Engineers' Gazette.—"Rapidly improving."

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Southampton Observer.—"Zeal and ability."

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